

EXHIBIT 11

M e m o r a n d u m

Date: February 23, 2009

To: Officer Fernando Sanchez

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
King City Area

File No.: 735.12109.12109

Subject: CAL OSHA INSPECTIONS – IIPP AWARENESS

At any time in the near, or distant future, the Area could be visited by a CAL OSHA Inspector conducting a work site inspection. We are all required by law to cooperate with CAL OSHA inspectors, and provide any assistance requested during an inspection. Accordingly, all Area personnel need to be familiar with the following:

1. CAL OSHA has a legal right to conduct work site inspections, which may include interviews with uniformed and non-uniformed employees.
2. All employees must be able to present the following items to the inspector when asked:
 - a. The Command IIPP (Illness and Injury Prevention Program)
 - b. The Command's Emergency Action Plan

Both manuals are located on the bookshelves in the hallway and in the business office.

- c. Hazardous Substances Program (located on wall in main hallway).
2. Know the role of the Area Occupational Safety Committee.
3. If the inspector requests to see the CHP 121's, 121A's, or OSHA 300 Log, advise the inspector you do not have access to confidential files but will contact a supervisor immediately (It would be best to notify a supervisor or manager immediately if a CAL OSHA inspector arrives unannounced anyway).

This memorandum is being issued to you to emphasize the importance of these legal requirements. If you have any questions please feel free to contact me, or OSS Dolores Morales.

M. MANN, Lieutenant
Commander

Safety, Service, and Security

Injury and Illness Prevention Program

What is the Injury and Illness Prevention Program (IIPP) and what is its purpose?

The IIPP is a program implemented in 1994, and designed to provide Commanders with a mechanism to prevent accidents, reduce personal injury and occupational illness, comply with health and safety standards, and make all employees aware of their responsibility of promoting a safe and healthy work environment, and adhering to the procedures contained in the IIPP.

The Labor Code and General Industry Safety Orders (GISO) requires all employers to establish, implement and maintain an effective written IIPP to focus on preventing work related injuries and illnesses to employees. Legislation in the form of Assembly Bill #1127, has removed governmental agencies' exemption from civil penalties for safety violations. According to CAL-OSHA, one of the most frequently cited safety violations for California employers involved the absence of an IIPP. There have been documented instances where CAL-OSHA safety inspectors have walked into State facilities and asked employees what the IIPP is, and where it can be located. In those instance where the employee did not know what it was or where it could be found, the agency or business was cited.

Given the above information, the Area intends to use this document to familiarize all employees about the Area's IIPP, and where the actual documents can be located. Please take the time to familiarize yourself with this information. If you have any question or concerns about the IIPP, feel free to contact Lt. Mann via e-mail, or in person.

Why is the Area interested in keeping you injury or illness free?

1. Productive time is lost by an injured employee and by employees and supervisors attending the ill or injured employee.
2. There is a need for cleanup and resumption of operations interrupted by an accident resulting in an injury, illness, or exposure to a hazardous substance.
3. Time will be expended to hire or retrain someone to replace the ill or injured employee until his/her return to work.
4. Time delay and the cost of repair and or replacement of damaged equipment or materials.
5. The cost of continuing all or part of an employee's wages, in addition to worker's compensation and benefit costs.

6. The possibility of reduced morale and lower efficiency among employees.
7. Increased worker's compensation insurance costs.
8. The cost of completing necessary paperwork to document the incident.

What are your responsibilities in regard to the IIPP?

1. Perform your duties in a safe and healthy manner.
2. Report unsafe or unhealthy conditions, procedures or work practices.
3. Participate in safety training and ensuring the proper and safe use of equipment.
4. Assist other employees in the performance of tasks to minimize potential hazards.
5. Contribute to the Area's safety program by offering suggestions for improvement.

What are the roles and responsibilities of the Area Occupational Safety Committee?

1. To examine the IIPP to ensure policies and procedures are current, appropriate and adequate.
2. Meet at least quarterly.
3. Prepare and make available minutes of health and safety issues discussed at the meetings.

4. Conduct and review work site inspections semi-annually.

5) Conduct and review investigations of occupational accidents resulting in injury, illness, or exposure when determined necessary by the Commander. Submit suggestions to management for the prevention of future occupational health and safety accidents.

6. Submit recommendations to assist in the evaluation of employee safety suggestions.

7. Review investigations of alleged hazardous conditions brought to the committee's attention.

8. Verify the corrective action taken by the employer when citations are issued by CAL-OSHA.

Where is the Area's IIPP kept and what will I find in it?

There is a current copy of the IIPP in the business office and one in the command library bookshelf. The IIPP is in the distinctive green binders. If you take one out to read it, please make sure you return the binder when done.

In the IIPP binders you will find;

1. A roster containing the names of the Command Safety Coordinator and the Occupational Safety Committee members (Annex A).
2. Occupational Safety goals and objectives for the current year (Annex B).
3. Notice to State Employees - STD 621 (Annex C).
4. Employee Protection Program - CHP 715 (Annex D).
5. A list of Command- Specific Hazards (Annex E).

6) Command – Specific Occupational Safety Information (Annex F).

What does a successful IIPP hinge on?

A successful IIPP hinges on communication!

The IIPP was designed to encourage employees to report unsafe work practices and unhealthy work conditions whenever they become aware of potentially dangerous situations in the workplace...without fear of reprisal.

When you see an unsafe condition or health hazard this is what would the Area would like you to do;

1. Correct the problem if it is within your power to do so, or take immediate action to prevent other employees from being injured or exposed.
2. Tell your immediate supervisor or manager about the problem or hazard. If you feel like you want to make written notification, then submit a CHP 113B (Hazard Inspection Report) through channels. You are not required to identify yourself on this document. They can be found on Portable Document Format (PDF) in the forms folder on computer drive H: You can also tell your Area Representative or another AOSC member about the problem.

- o If possible, let's take care of any potential or actual problems at the lowest possible level.

Note: The findings of any inspection/investigation will be disseminated to all personnel potentially affected by the hazard, and the findings will also be posted for employee review.

M e m o r a n d u m

Date: April 7, 2009

To: King City Area

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
King City Area

File No.: 735.12109.12109

Subject: EVACUATION DRILL - EVALUATION

On April 7, 2009, at approximately 1030 hours, an evacuation drill was conducted at the King City Area office. Eight Area personnel (6 uniformed and 2 non-uniformed) participated in the evacuation drill. The Monterey Communications Center was notified.

Evaluation of Participant Performance:

The evacuation order was given by the Area Commander via the Area office public address system after advance notice of the evacuation drill had been provided.

Area personnel evacuated the facility in an orderly fashion and met at the designated rendezvous location. The designated rendezvous location was the front lobby due to inclement weather conditions at the time of the drill. Personal effects were gathered, and personnel checked work spaces prior to exiting the facility.

Once all personnel had been accounted for, the Area commander discussed the following; the designated rendezvous location identified in the Area EAP for a major event; the fact any employee could give the evacuation order via the public address system when he/she becomes aware of a situation requiring office evacuation – this is accomplished by pushing the “page in” button on the phone system and giving the order; the importance of doing a visual inspection of designated work spaces; and the importance of gathering personal effects in a timely manner in the event the facility cannot be re-entered.

Personnel were instructed re-enter the facility through the main entrance following an actual emergency requiring evacuation.



M. MANN, Lieutenant
Commander
King City Area

Safety, Service, and Security

Memorandum

Date: June 15, 2009

To: King City Area

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
King City Area

File No.: 735.12109.12109

Subject: TABLE TOP EMERGENCY PREPAREDNESS EXERCISE

On June 10, 2009, and in conjunction with Area's general staff meeting, a table top emergency preparedness exercise was conducted by the following King City Area personnel:

Lt. Mann, Sergeant Smith, Sergeant Wheeler and OSS-I Morales participated in the exercise.

Description:

A scenario was presented in which a hazardous materials spill near a small community forces the incident commander to make a determination to best protect the residents of six residences structures.



M. MANN, Lieutenant
Commander
King City Area

M e m o r a n d u m

Date: April 6, 2009

To: King City Area

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
King City Area

File No.: 735.12109.12109

Subject: NOTIFICATION OF EVACUATION DRILL

On April 7, 2009, at 1030 hours, an evacuation drill will be conducted by the King City Area.

Upon receiving the evacuation notice via the office PA system, all personnel will terminate their phone conversations; make a visual inspection of their work areas, and turn-off all office equipment. The rendezvous point for all personnel will be the N/W driveway entrance to the facility. Once all personnel have been accounted for, the drill will end.

All personnel will re-enter the facility through the main facility entrance. The Monterey Communications Center will be advised of the drill.



M. MANN, Lieutenant
Commander
King City Area

Safety, Service, and Security

M e m o r a n d u m

Date: April 6, 2009

To: King City Area

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
King City Area

File No.: 735.12109.12109

Subject: NOTIFICATION OF EVACUATION DRILL

On April 7, 2009, at 1030 hours, an evacuation drill will be conducted by the King City Area.

Upon receiving the evacuation notice via the office PA system, all personnel will terminate their phone conversations; make a visual inspection of their work areas, and turn-off all office equipment. The rendezvous point for all personnel will be the N/W driveway entrance to the facility. Once all personnel have been accounted for, the drill will end.

All personnel will re-enter the facility through the main facility entrance. The Monterey Communications Center will be advised of the drill.



M. MANN, Lieutenant
Commander
King City Area

Safety, Service, and Security

M e m o r a n d u m

Date: June 15, 2009

To: King City Area

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
King City Area

File No.: 735.12109.12109

Subject: TABLE TOP EMERGENCY PREPAREDNESS EXERCISE

On June 10, 2009, and in conjunction with Area's general staff meeting, a table top emergency preparedness exercise was conducted by the following King City Area personnel:

Lt. Mann, Sergeant Smith, Sergeant Wheeler and OSS-I Morales participated in the exercise.

Description:

A scenario was presented in which a hazardous materials spill near a small community forces the incident commander to make a determination to best protect the residents of six residences structures.



M. MANN, Lieutenant
Commander
King City Area

Safety, Service, and Security

Emergency Preparedness Exercise
King City Area
June 10, 2009

Scenario:

A collision involving a big rig carrying chlorine gas has occurred on a main route through the area and just west of a private drive that serves six residential homes. It is early evening and all the residences are occupied. A toxic plume of chlorine gas is escaping from the big rig and is now blowing in a north-westerly direction along the edge of the subdivision (this is not expected to change any time soon). All allied law enforcement agency personnel are tied up on other calls, so this will be strictly a CHP handle. Address the following:

What would you do, what could you do, to protect the occupants of the six residences?

What authority do you have to instruct people where to go and what to do in this type of situation?

What types of things will influence your decision on what to do?

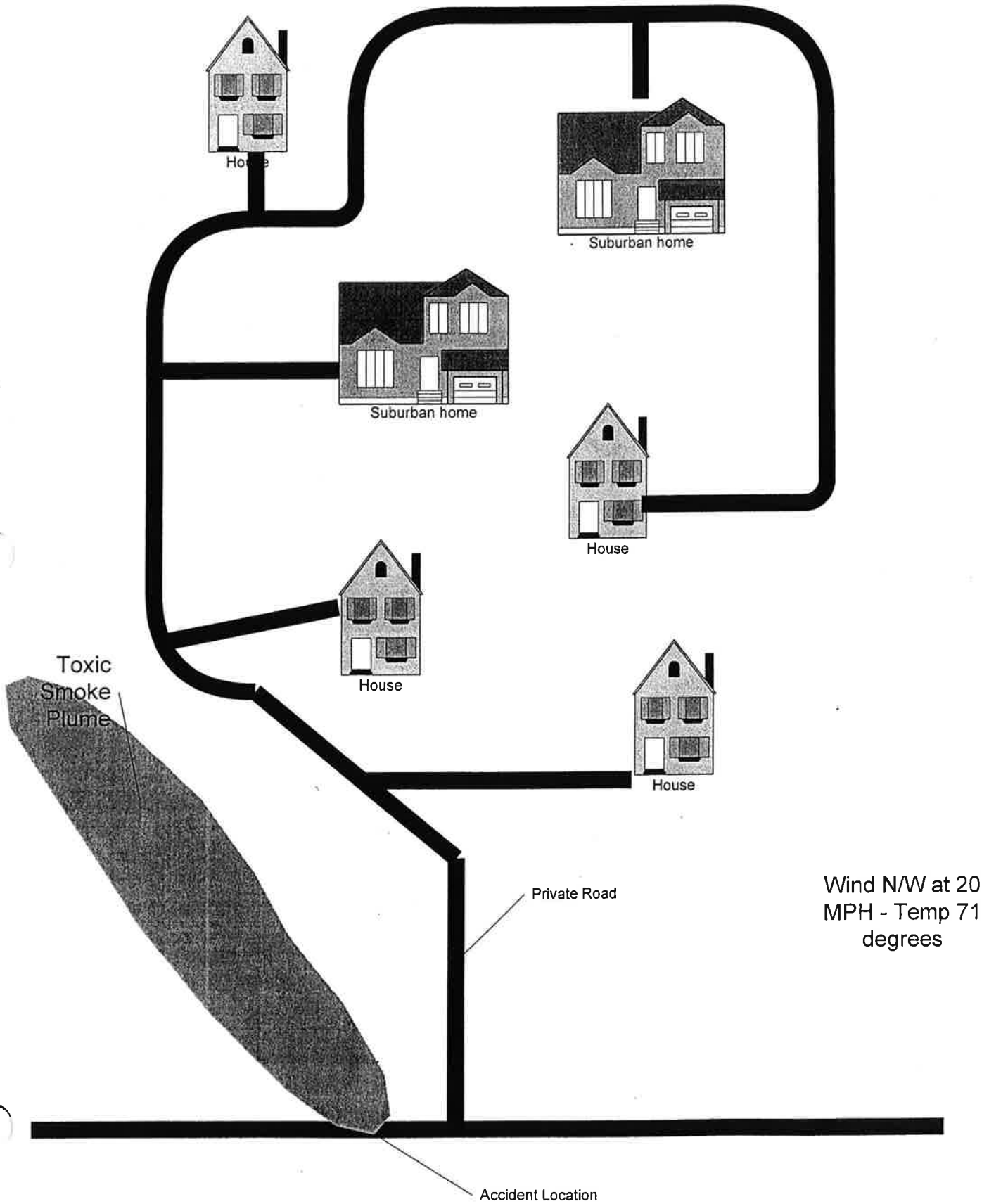
If evacuation is necessary who will do it?

If you are sheltering in place, how will you get the message to the affected homes?

Who are the most likely residents to evacuate if necessary?

When would you expect people to panic during an evacuation?

Evacuation Considerations



**Emergency Preparedness Exercise
King City Area
June 10, 2009**

Protective Action Options

1. Evacuation

2. In-Place Protection/Sheltering in place.

Keep public inside structures, have them close doors, windows, ventilation systems etc. to make structure as air-tight as possible.

Penal Code Section 409.5 – "Whenever a menace to the public health or safety is created by a calamity Peace Officers may close the area where the menace exists. If the calamity creates an immediate menace to the public health, the local health officer may close the area where the menace exists.."

Consider the following when making your decision:

- 1) Type of material involved – liquid and solid particles vs. gases and vapors.
- 2) Population threatened – number affected and proximity to hazard.
- 3) Responder resource capabilities – able to control spill, traffic, shelters, etc.
- 4) Time factors involved – how long will it last.
- 5) Current and predicted weather – existing and predicted weather.
- 6) Ability to communicate with the public – ability to make notification, changes.
- 7) Are there any special populations in the affected area? – hospitals, prisons, etc.

If evacuation will be conducted, it is the responsibility of law enforcement to conduct an evacuation. You must have an evacuation plan.

Door to door.

Emergency Service Announcement.

Reverse 911 – must have a hardline phone tied into 911 for this to work.

Families with children. They will tend to evacuate as a unit. Single residents, living alone are less likely to evacuate. Elderly residents may be hesitant to evacuate.

When escape and transportation routes are blocked and they feel trapped. It is important to keep traffic flowing from the area. Have someone check for disabled vehicles, or hazards along the evacuation route.

EXHIBIT 12

UNDERSTANDING MATERIAL SAFETY DATA SHEETS (MSDS)

[illegible]

SECTION I CHEMICAL IDENTIFICATION

This section identifies the chemical described in the MSDS. The manufacturer's name, address and emergency telephone number are provided should you need further assistance. The only time identity information will not be provided is if it's a trade secret, but full hazard protection data must be supplied.



SECTION II - HAZARDOUS INGREDIENTS

Outlined here are the hazardous ingredients that make up the chemical. For each ingredient you'll find The Chemical Abstract Service Number (**CAS No.**) which identifies the specific chemical as recognized by the American Chemical Society, and the **Threshold Limit Value (TLV)** and/or **Permissible Exposure Limit (PEL)** to indicate airborne concentration levels of the ingredients that most persons can safely be exposed to in an 8 hour period.



SECTION III - PHYSICAL/CHEMICAL CHARACTERISTICS

It is important to note whether or not the data given here deviates from what is normally found in the workplace. Be aware that the chemical's degree of hazard may vary according to your work environment. For example, a chemical in liquid form at room temperature may evaporate quickly in a hot environment, increasing the risk of fire or explosion.



SECTION IV - FIRE/EXPLOSION HAZARD DATA

This section indicates the chemical's potential to catch fire or explode. This information should be used to ensure that proper firefighting equipment is close at hand. The information list includes: the lowest temperature at which the chemical can release enough flammable vapor to ignite (**Flash Point**), flammability limits, proper types of

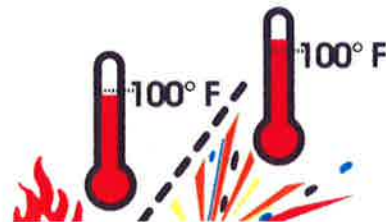


EXHIBIT 13

DRIVE SAFE TEAM

MEETING

FEBRUARY 2008

02/02/08	02/23/07	02/24/07	02/08/08	02/09/08
Branik (Leader) A	Callaway (Leader) B	Bachelor (Leader) B	Bennett (Leader) C	Watson (Leader) C
Morton	Elder	Fallis	Souza	McCain
Dixon	Lieb	King	Nichols	Kroon
Mallo	Schisser	Piper	Smith	Horner
Dominguez	Rolin	Areceo	Williams	Rodriguez
			Colon	Moore
				Nuno

Meeting is mandatory.

(Team leader **shall** have officer initial next to their name and than return to S-4)

This months Drive Safe Team (DST) topic will cover a CHP unit involved in a collision after the patrol vehicle was stopped and the officer had exited the vehicle. After stopping, the patrol vehicle was not placed into "P" and the parking brake was not used. The patrol vehicle subsequently rolled into another vehicle.

Discuss this accident with your team members and the reason why the accident occurred and if it could have been prevented. Special emphasis should be placed on placing the patrol vehicle in "P" and using the parking brake *every time*. This may sound simple but the one time we do not set the parking brake is the time when we inadvertently leave the vehicle in "D" or "R". Always use the parking brake.

What does Vehicle Code section 22515(a) state?

(1) Elicit suggestions from the group of how the accident could have been avoided.

(2) Also ask your team members if they have experienced a similar incident.

If we can encourage officers to identify areas with "real" or "potential" safety concerns and share this information with all employees, we might possibly prevent future accidents and injuries.

Any questions/comments contact Sergeant Buckles, S-4.

EXHIBIT 14

Memorandum

Date: May 13, 2009

To: Assistant Commissioner, Inspector General

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
San Jose

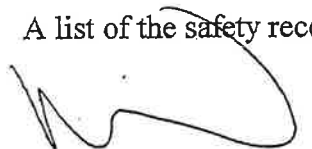
File No.: 340.12257

Subject: SAFETY RECOMMENDATIONS

An evaluation was conducted on the list of safety recommendations compiled during the safety stand down issued by Commissioner Brown. The list of recommendations was categorized using the following designations:

- A (accomplished): The recommendation was evaluated and will either be implemented or is already implemented or is addressed by policy, training, or law.
- BU (bargaining unit): The recommendation deals with the bargain unit concerns.
- C (comment): The recommendation is a comment.
- F (feasible): The recommendation was determined to be feasible.
- IP (in progress): The recommendation is in the process of being implemented or evaluated.
- NF (not feasible): The recommendation was determined to be not feasible to implement due.

A list of the safety recommendations is divided by the above designations and is attached.



M. D. Hagen, 12257
Sergeant

EXHIBIT 14A

<u>1</u>	ACAD	Re-evaluate the use of warning lights on traffic stops. Should they be left on during traffic stops. Has anyone seriously evaluated the negative aspects? Do they really attract drunk drivers?	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exist. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A
<u>1</u>	PAD	Re-evaluate the use of warning lights on traffic stops. Should they be left on during traffic stops? Has anyone seriously evaluated the negative aspects? Do they really attract drunk drivers?	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP Policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exists. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A
<u>5</u>	FOS	Equip all patrol vehicles with tow hooks on rear to enable quick towing from dangerous locations.	Completed. The construction of the current patrol vehicle (body on frame) prevents safe installation and use of tow hooks to the rear.	A
<u>6</u>	ACF	Departmental wide use of TASERS		A
<u>8</u>	FOS	Install a steel plate at the rear of patrol vehicles that would deflect a vehicle strike.	Completed. The installation of any device which would modify the crash impact testing completed by the manufacturer would adversely impact handling, braking, overall performance, and create additional liability for the Department.	A
<u>11</u>	FOS	Put the old dash mounted writing pads back in the vehicles.	Completed. The Motor Vehicle Advisory Board will address this suggestion at the next quarterly meeting. FOS will present different options for mounting a dash writing pad for consideration. (08/03/2007) No changes. Information Management Division has reviewed the voice record capability within the laptops being placed in all enforcement vehicles and a function is available. Further study is needed to determine policy issues on how long data is maintained and whether all stops need to be tracked using this recording.	A
<u>12</u>	FOS	Use unmarked pickup trucks for MREs.	This will be referred to Enforcement Services Division as the OPI to evaluate the program policy. (08/03/2007) No changes. Should policy be changed to use unmarked pickups for Mobile Road Enforcement, FOS will purchase and install equipment.	A
<u>14</u>	FOS	What happened to the trunk mounted lights being looked into a year ago?	Completed. All enforcement sedans, beginning with the 2006 model year, will have trunk-mounted lights installed.	A
<u>15</u>	ACF	Less than lethal options need to be evaluated more quickly. The Department takes too long to review/approve technology that other law enforcement agencies have used for years.		A
<u>17</u>	FOS	High mileage motorcycles should be run out sooner.	The current replacement mileage for motorcycles of 60,000 miles was determined by the contract. With proper maintenance, motorcycles can be run until 100,000 miles. Replacement motorcycles will not be available until Department of General Services (DGS) awards a new contract which is currently in the testing phase. (08/03/2007) The Department has prepared the necessary documents and secured approval to purchase two motorcycles for testing. Delivery is anticipated during late August with testing by the Academy Motorcycle Training Unit to be done in	A

20	ACAL	Require or at least provide reflectorized vests to be worn at accident scenes, laying flares, etc.	At several Departmental Occupational Safety Board (DOSB) meetings, Planning and Analysis Division discussed the recent ruling of US Federal Highway Rule, CFR 23, Part 634, which mandates the wearing of reflective vests under certain circumstances. This mandate will become effective November 2008. At the November 2007 DOSB meeting, the Academy was assigned as the new OPI for this project. Comprehensive performance specifications for the high-visibility vest have been developed and submitted to the Department of General Services for initiation of the Invitation for Bids to purchase the vests. (Recommendations 20, 325, 476, 643, 650, 702,	A
23	IMD	Make an icon available on the MDCs that would contain a pop-up with all the cross street locations. That way the officer could highlight the location while making the stop, and it would transmit to dispatch, advising of the officers 10-20 prior to them s	ITS has tested and proven the concept of collecting and transmitting latitude and longitude on the MDC and displaying it on a map at a remote location. This product will be placed into production with the next release of CARS scheduled for mid-third quarter 2007. The new CAD Project is due to be implemented in late 2008 through 2009 and will include a fully functional Automated Vehicle Locator (AVL) system.	A
24	IMD	More Mobile Digital Computers (MDCs)	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A
27	ACAD	Allow the use of blue utility uniform in inclement weather.	The full-time use of the blue utility uniform (BDU) was denied at the 2005 Uniform Committee Meeting. However, a proposed expansion of the current policy regarding the wearing of the BDU was subsequently submitted and approved. Chapter 1 of HPM 73.5, Uniform/Grooming and Equipment Standards Manual, now specifies that the wearing of the BDU is allowed, if approved by the Division, during circumstances which would subject the regular work uniform to excessive soiling or damage. (Recommendations 27, 34, 818)	A
29	FOS	Rear amber warning lights in the patrol car trunks. When officers have trunks open getting cones, flares, the warning lights are covered up and cannot be seen by approaching vehicles.	Completed. See item number 14.	A
34	ACAD	Consider the wearing of the BDU's in lieu of the tan uniform.	The full-time use of the blue utility uniform (BDU) was denied at the 2005 Uniform Committee Meeting. However, a proposed expansion of the current policy regarding the wearing of the BDU was subsequently submitted and approved. Chapter 1 of HPM 73.5, Uniform/Grooming and Equipment Standards Manual, now specifies that the wearing of the BDU is allowed, if approved by the Division, during circumstances which would subject the regular work uniform to excessive soiling or damage. (Recommendations 27, 34, 818)	A
35	FOS	Install a trunk warning light system. (Lights mounted to inside of trunk lid that activate when trunk opens.	Completed. See item number 14.	A

36	ACAD	Purchase of tactical Kevlar helmets for patrol use.	The Department currently issues tactical Kevlar helmets to each uniformed employee. The Academy Tactical Training Program and Purchasing Services Unit are currently working in a coordinated effort to develop uniform specifications in order to establish a contract for the tactical	A
36	PAD	Purchase of tactical Kevlar Helmet for patrol use.		A
37	ACAD	The Department needs to find an appropriate motorcycle riding suit that would project a professional image and sensible for statewide application. The suit would not replace the traditional Class A uniform. Full face helmets will not be considered.	Motorcycles: Addressed in policy, HPM 70.10, Motorcycle Manual, Chapter 1, Departmental Motorcycle Program, Page 1-11 and 1-12 Departmental Motorcycle Accident, and Page 1-12 and 1-13, Division Motorcycle Supervisor's Safety Council. (Recommendations 37, 127, 1010)	A
38	PAD	Install strobe lights in the turn signals of our patrol vehicles.		A
39	FOS	Acquisition of unmarked patrol vehicles for traffic enforcement (e.g., commanders' cars). Would require new legislation allowing other than B/W sedans. Would assist in solving poor compliance with PCF laws and reduce commercial violations through lessen	Chapter 832, Statutes of 2006 (Assembly Bill 3004-Houston) expressed the intent of the Legislature that the Commissioner amends Title 13 regulations dealing with distinctively painted patrol vehicles. No further action necessary for the Office of Special Representative. FOS will include information on this item in future reports. (08/03/2007) No changes. Received from Office of Special Representative 1/8/07: Once Title 13 is properly amended, the issue will be discussed at a future Motor Vehicle Advisory Board (MVAB) meeting. The MVAB will provide recommendations to Executive Management for alternative color choices for marked enforcement vehicles that will maintain compliance with the amended language in Title 13.	A
39	OSR	Acquisition of unmarked patrol vehicles for traffic enforcement (e.g., commanders' cars). Would require new legislation allowing other than B/W sedans. Would assist in solving poor compliance with PCF laws and reduce commercial violations through lessen	Closed. Chapter 832, Statutes of 2006 (Assembly Bill 3004-Houston) expressed the intent of the Legislature that the Commissioner amend Title 13 regulations dealing with distinctively painted patrol vehicles. No further action necessary for the Office of Special Representative (OSR). Fleet Operation Section (FOS) currently has a workgroup looking at this issue. Contact has been made with FOS, who will include information on this item in future reports.	A
41	ACF	Tasers for officer safety, another tool to subdue violent subjects.	Open	A
43	ACAD	Pursue getting a wash-and-wear uniform that looks good but can be used on regular duty. The Class A uniform gets dirty and damaged easily at accident scenes; also when arresting combative subjects.	The wash-and-wear uniform test was concluded and the feedback reviewed. A final report summarizing the results of the study was completed by Academy staff and forwarded to Executive Management. The results of the report were presented at the April 2007 Top Management Meeting. The unanimous decision was made to not proceed with the wash-and-wear uniform. (Recommendations 43, 225, 440, 919, 1068, 1177, 1247) uniform.	A

44	IMD	The Department should invest in global positioning devices for the patrol units to know where they are at all times.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A
47	ACF	Less-than-Lethal-Weapons. Another tool used by numerous law enforcement agencies nationwide. These weapons have proved largely effective with combative individuals and armed subjects. Their use has led to a decreased number of officer involved shooting		A
50	ACF	Expand the use of non-lethal weapons including Tasers and bean bags		A
51	FOS	Install LED warning lights inside all trunks for visibility	Completed. See item number 14.	A
53	PAD	Implement use of Electronic Flares.		A
55	PAD	Purchase for each Area a SUV to be utilized as Mobile Command Post.	(08/03/2007) No changes. FOS will purchase and install needed equipment in any vehicles approved by Executive Management.	A
57	ACAD	Rubber grips should be approved for our weapons.	Specific to #57, 1181 - The only grips authorized for use on the S&W 4006 or 4006 TSW are S&W factory grips. The grip is an integral part of the pistol and S&W will not assume liability for non factory parts. After market rubber grips will not be approved. S&W currently has one rubber grip available; however, this grip can only be used by individuals with very large hands. After market slip-on rubber grips will also not be approved due to officer safety concerns with the slip-on grip interfering with the function of the pistol as the grip wears. Slip-on grips have to be removed for annual inspections, which causes further wear.	A
58	ACAD	Night Sights should be approved for weapons.	Specific for #58 & 1018 - The Academy Weapons training Unit evaluated night sites and did not recommend due to current shooting technique not dependent on sights.	A
60	FOS	Scanners for all trunks	Completed. All marked enforcement vehicles are equipped with radio scanners. There were periods of time in the past where scanners were not available and not included in some vehicles. Scanners are now readily available from CHP Telecommunications and can be easily installed by field automotive personnel.	A
61	FOS	Increase reflective writing on rear of patrol vehicles	Completed. All marked enforcement vehicles are outfitted with reflective "Highway Patrol" markings on the rear deck lid. Installation of reflective tape on the rear bumper could be beneficial and will be added as an agenda item for the next Motor Vehicle Advisory Board (MVAB) to consider as a viable alternative. (2/23/07) FOS conducted visual testing to compare the white vs. gold reflective markings. There was no significant difference noted during the evaluation. The MVAB recommended that the markings remain gold in color during February 22,	A

62	FOS	Warning lights inside trunk for when trunk is open like Dept. SUVs	Completed. See item number 14.	A
65	ACF	Road engineering requests need to be dealt with in a timely manner.		A
67	OIA	Change the citizen complaint format. We are working way too many frivolous complaints. Make the complainant come to the office to sign a sworn complaint form. Prosecute those who it has been proven they maliciously filed a false complaint as the Penal	Closed. The California Highway Patrol has a well-defined procedure for investigating citizens' complaints that is in adherence with various legal mandates. The Department documented 1, 258 citizens' complaints in 2006. Of these complaints, approximately 1.2% were classified as frivolous. Effective January 1, 2007, Senate Bill 796, Electronic Filing of Citizens' Complaints, requires all state agencies to provide the public a means to electronically file citizens' complaints. HPM 10.4, Citizens' Complaint Investigations, Chapter 10, Miscellaneous Issues, specifically addresses the issue regarding prosecution of those who it has been proven have maliciously filed a false complaint. California Penal Code (CPC) Section 148.6 was determined by the	A
76	OSR	Strengthen Under 21 DUI laws, i.e.: 30-day impound of vehicle with any evidence of alcohol consumption.	Closed. Chapter 899, Statutes of 2006 (Assembly Bill 2752 – Spitzer) made a violation of Section 23136 VC, Under 21 with a .01 or greater BAC, a criminal violation. The fine for violating Section 23136 VC will be set at \$70 plus penalties and assessments. The Judicial Council of California raised the Uniform Bail Schedule base fine for Section 23140 VC, Under 21 with a .05 or greater	A
77	ACF	The whole administrative process throughout the state needs work. We have so much redundant, cumbersome paperwork that is very time consuming.		A
78	ACF	Feedback/lessons learned from officer fatalities as a result of shootings, acts of violence, as well as traffic collisions.		A
80	ACF	SEU's focused on stopping every violation observed, and impound vehicles where appropriate.		A
83	ACF	There was discussion on the need for sergeants to ensure appropriate feedback given to officers. This was directed to those identified as being deficient. This included officer safety issues, as well as those who spent their time trying not to their job		A
86	FOS	Install notepads back in the patrol vehicles. A majority of officers use post-it notepads on top of the MDCs.	See item number 11.	A
88	PAD	Eliminate 11-82 reports so we have time to do more proactive enforcement.		A
89	ESD	Release of vehicles for Section 22651(P) of the Vehicle Code.	CLOSED. Legislation would be required to curtail the release of a 22651(P) VC vehicle to any person with a valid driver license who is designated as the registered owner's agent. Cooperation from the local district attorney's office must be obtained prior to implementing a vehicle forfeiture program pursuant to 14607.6 VC.	A

94	ACF	Is fatigue a factor in any of these incidents due to an alternate work week, extended work hours, or long stretches of work days? Alternate work weeks would allow for a more rested officer.		A
95	ACF	Were cell phones a factor in any of the traffic collisions? The department should pursue cell phone use laws while operating a motor vehicle. We discussed how the majority of CHP 555's indicate no cell phone in use, because no party in their right mind		A
96	MR	Seems like our local media does a poor job in covering incidents like the death of our officers, unless they are local. Many times we learn of such incidents through other media sources far from us.	Current statewide PAO media relations training has focused on fostering positive relationships with local media to better get out the word on such issues.	A
999	ACAD	EOST/AOST should be required.	These recommendations and/or practices are being evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 984, 985, 993, 999, 1002, 1093, 1373)	A
100	ACF	Re-instate consent searches. Officers feel handcuffed in trying to do their job when we have one incident that went wrong, we have a knee-jerk reaction and stop the practice.		A
102	OSR	More double fine zones.	Closed. Chapter 179, Statutes of 2006 (Senate Bill 3 – Torlakson) created a double fine zone (DFZ) on Vasco Road in Contra Costa County. Section 97 S&HC establishes standards by which	A
104	ACF	Areas need timely notification of the details of incidents so that rumors and false information do not take hold.		A
105	OSR	We need stiffer penalties and stronger judges.	Closed. The Department actively supports legislation that increases public safety, motorist safety and officer safety. The OSR regularly works with the Judicial Council of California to address penalty amounts for traffic violations. This past year OSR successfully lobbied the Judicial Council of California to increase penalties for crossing flare patterns, emergency incident zones and speed. Additionally, bail amounts increased as a result of additional penalty assessments. The Department does not have a role in the selection of judges. State judges are	A
107	ACF	Request Executive Management meet with Area office personnel for face to face suggestions to eliminate miscommunication.		A
109	ACF	Bridge gap between Management and troops		A
110	ACF	Reduce the amount of "paper projects" given to the field. Let them get back to basics		A

111	ACF	Reduce the amount of required redundant paperwork.		A
114	OSR	Tougher laws and punishments for DUI offenders or for officer assaults.	Closed. The Department actively supports legislation aimed at reducing incidents of DUI. The OSR is currently working on a proposal that is aimed at punishment, DUI recidivism, driver's license consequences, and treatment. Senate Bill 1545 (Poochigian) would have increased the penalties for carrying a concealed or loaded firearms under specified conditions, including assaulting an officer. This bill failed passage in the Senate Appropriations Committee.	A
115	ACF	Incentive for officers who successfully recruit new officers.		A
117	PMD	More education about EAP re: availability for uniformed and non uniformed members.		A
118	PMD	Peer support should not be limited only to those involved in the incident.		A
120	ACF	Raise the priority of out service training funds they are not the first to be cut in times of tight fiscal times.		A
121	ACF	Dispatchers should never tell an officer to "Standby, I'm on a 911 call". Officer traffic should always take priority.		A
122	ACF	Need more departmental support when an officer approaches a suspect vehicle with the officer's gun out of holster at their side or unsnapped. Department must trust judgment of officer and not be so concerned with perception.		A
124	OSR	Legislation for "Slow down / move over" laws like many other states, which require motoring public to slow to a specific reduced speed and move to the right when emergency vehicles approach.	Closed. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Information about this law is contained in the New Laws segment of first quarter decentralized training.	A
125	OSR	Pursue the increase of registration fees and dedicate fees for additional staffing.	Closed. The Department receives additional staffing through a Budget Change Proposal (BCP) request. This is a shared responsibility between Administrative Services Division (ASD) and OSR. ASD develops the BCP for increased staff and submits it to the Department of Finance as a part of the Department's budget. Once the Governor has introduced his State Budget, OSR actively advocates the Department's requests with the Legislature. In addition to the officers and public safety dispatchers provided in the 2006-2007 budget, BCPs have been developed to provide 120 more officer positions for the 2007-2008 budget.	A
126	LC	Increase the fee for accident reports from \$6 to \$10 and use additional monies for training.		A

127	ACAD	Add an additional chapter to the Departmental Motorcycle Manual addressing occupational safety. The additional chapter would outline specific documentation for enforcement motorcycles involved in traffic collisions.	Addressed in policy, HPM 70.00, Motorcycle Manual, Chapter 1, Departmental Motorcycle Program, Page 1-11 and 1-12 Departmental Motorcycle Accident, and Page 1-12 and 1-13, Division Motorcycle Supervisor's Safety Council. (Recommendations 37, 127, 1010)	A
128	PAD	Addition of a check box for vehicle insurance information (Yes/No) on the CHP 215. Would replace company name and policy number which currently has no benefit to departmental efficiency and increases officer's exposure.	Section 16028(b) of the California Vehicle Code states, "The peace officer shall request and write the driver's evidence of the financial responsibility on the notice to appear, except when the peace officer is unable to write the driver's evidence of financial responsibility on the notice to appear due to an emergency that requires his or her presence elsewhere." As such, the recommended change would require an amendment to current law. (Recommendations 833, 1318)	A
138	ACF	There needs to be more supervision at all ranks. Any supervisory position needs to have the appropriate amount of administrative tasks commensurate with their assignment. Field sergeants should be in the field the majority of the time. There also needs		A
143	ACF	Discussions at training days on officer safety and the dangers of complacency		A
146	ACF	Expand use of less Lethal Weapons.		A
152	OSR	Change in some DMV policies including requiring English comprehension as a requirement for a license	Closed. No action is necessary for this item as it is current law. Pursuant to Section 12804.9(a)(1)(B) of the Vehicle Code, the driver license examination is to test the "applicant's ability to read and understand simple English used in highway traffic and directional signs."	A
153	MR	PAO presentations highlighting moving to the left when patrol vehicle is on the shoulder. Make this a law in the future.	Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Working on getting the word out to the public.	A
156	OIA	Our complaint policy needs to be revamped. Many staff hours are expended on non-verbal discourtesy complaints with exhibits.	Closed. California Penal Code Section 832.5 states, "Each department or agency in this state that employs peace officers shall establish a procedure to investigate complaints by members of the public against the personnel of these departments..."The California Highway Patrol (CHP) has a well-defined procedure for investigating citizens' complaints that is in adherence with legal mandates. The Department documented 1, 258 citizens' complaints in 2006. Of these complaints, approximately 7.28% were for Non-Verbal Discourtesy.	A
159	ACF	Shorten my paperwork = get me out on the road.		A

162	ACF	What ever happened to trimming the fat (officers and sergeants) at divisions and headquarters. Most or all of the personnel reassigned to the field a couple of years ago, have been taken back. How about taking a closer look at some programs, such as the		A
163	PMD	We need to expedite the use of retired annuitants so we can get more officers on the road.	The use of retired annuitants by CHP to assist with background investigations has been approved by Executive Management, and field Divisions are in the process of hiring the retired annuitants.	A
164	PMD	We need to implement accepting lateral transfers so we can get more highly qualified officers in the field.	This concept was forwarded to Executive Management for consideration, and the Commissioner decided not to move forward on this concept at this time.	A
165	ACF	Civilianize various Special Duty positions to get those officers back on road.		A
166	PMD	Spend the money and make the necessary changes to the way we are recruiting so we can hire and retain qualified candidates instead of losing them to other agencies. For the time being, stop worrying about target recruitment and simply focus on the best candidate.	Recruitment efforts have been broad based for several years. Every effort is made to ensure the announcement of the acceptance of applications for the Cadet, California Highway Patrol (CHP), classification is made available to as many qualified candidates as possible, both statewide and nationwide.	A
168	PMD	We need more personnel. A lengthy discussion was had on the need for more personnel. Recruitment ideas: 1) allow for new recruits to know what command they will be assigned "on the front end" of the hiring.	The Department has been approved for 240 additional officers and 173 additional public safety dispatcher positions for the 2006/07 fiscal year. The Commissioner's "Pursue Your Future" Recruitment Tour of all eight field Divisions was completed in December to heighten recruitment efforts for cadet and public safety dispatcher classifications.	A
170	PMD	We need to raise the age limit to hire on with the CHP. We lose a lot of qualified military personnel who are too old.	Executive Management recently discussed the issue of maximum age limit and decided not to make any changes to the age limit at this time.	A
172	PMD	Regarding recruitment and retention, officers believe the Department needs to come in line with other agencies regarding work shifts (alternate work schedules), technology and equipment to be competitive with the others.	A task force comprised of assistant chiefs has been convened to evaluate the concept of alternate workweeks. Furthermore, the OER advised some Area offices still offer the 9/80 alternate workweek schedule. OER advised the start date of the 3/12 study of 13 Area offices began January 1, 2007. The test duration will be one year.	A

175	PMD	Regarding recruitment and retention, officers believe the Department needs to come in line with other agencies regarding work shifts (alternate work schedules), technology and equipment to be competitive with the others.	A task force comprised of assistant chiefs has been convened to evaluate the concept of alternate workweeks. Furthermore, the OER advised some Area offices still offer the 9/80 alternate workweek schedule. OER advised the start date of the 3/12 study of 13 Area offices began January 1, 2007. The test duration will be one year.	A
177	ACF	A 3/12 AWW would improve staffing immediately		A
178	PAD	Positions such as School Bus Coordinator, Car Seat Technician and the like should be assigned to non-uniformed personnel. It makes no sense to have 4 units working and a fifth officer is installing car seats.	The Department submitted a 07/08 Budget Change Proposal requesting 41 additional nonuniform positions. Policy contained in General Order 100.7, Child Passenger Safety Program, encourages commanders to identify both uniformed and nonuniformed employees to be trained as car seat technicians. This item has been combined with recommendations 178, 181, 373, 669, and 850 as they are duplicates.	A
181	PAD	Use non-sworn personnel for certain jobs not requiring uniformed personnel	This item has been combined with recommendations 178, 181, 373, 669, and 850 as they are duplicates.	A
182	PMD	We need to expedite the use of retired annuitants so we can get more officers on the road.	The use of retired annuitants by CHP to assist with background investigations has been approved by Executive Management, and field Divisions are in the process of hiring the retired annuitants.	A
185	PMD	Aggressive recruitment – Sacramento Sheriff's Office has established a partnership with the armed forces for recruitment. They are talking to individuals about coming to work for the Sheriff's Office prior to them entering the armed forces.	CHP recruiters are encouraged to seek out candidates at the high school and college levels. The recruiters are also visiting military bases and inviting military personnel to test for the positions of cadet and public safety dispatcher so they will have employment following their terminal leave. The Recruitment Unit in Personnel Management Division has established partnerships with more than 43 military transition centers in the United States, Japan, Korea, and Europe.	A
186	ACF	Allow an alternate work week to attract new applicants. 4-10s or 312s.		A
187	PMD	Review criteria for disqualifying applicants to ensure the hiring of good candidates.	Automatically disqualifying criteria such as failure to meet the minimum qualifications or drug issues are codified in the State Personnel Board (SPB) rules and regulations. Other disqualifying criteria are based on patterns of behavior inconsistent with the requirements for state employment in SPB Rule 172. SSES' Cadet Hiring Unit regularly review criteria for the selection of qualified candidates and provide information to the field Division background investigators to	A
188	PMD	Recruiting: lateral transfers, vision restrictions, regional recruitment and assignment to attract more candidates.	Refer to Item #164 regarding lateral transfers. Executive Management would determine a change to the vision requirements or regional recruitment.	A
189	PAD	Public awareness campaign similar to Cal Tran's Slow for the Cone Zone.		A

192	ESD	Modify DMV driver license testing process to include information and test questions on the proper action to take when being pulled over (for example, it's OK to proceed safely to the nearest freeway off-ramp).	CLOSED. Responsibility for the review of this item was deferred to Enforcement Services Division by the Office of Special Representative. The Department of Motor Vehicles (DMV) currently incorporates the provisions of California Vehicle Code (VC) Section 21806 in the California Driver Handbook. DMV also incorporates a question regarding yielding to an emergency vehicle on the written portion of several driver license tests. Current law allows the option for a violator to exit a freeway when directed by a peace officer. Therefore, this safety	A
192	OSR	Modify DMV driver license testing process to include information and test questions on the proper action to take when being pulled over (for example, it's OK to proceed safely to the nearest freeway off-ramp).	Closed. According to the Department of Motor Vehicles, the proper means to get this question reviewed for possible inclusion on the test would be through a memorandum to the Director. The OSR contacted Enforcement Services Division (ESD) to transfer this review item. ESD agreed to take this review item and assign it to the proper section.	A
195	ESD	Require viewing of recent Red Asphalt or other defensive driving video in driver training classes.	CLOSED. Responsibility for the review of this item was deferred to Enforcement Services Division by the Office of Special Representative. California Vehicle Code (VC) Section 12814.6 relating to provisional licensing and driver education specifies the powers and duties of the Department of Motor Vehicles (DMV). DMV must approve the curriculum of any driver training program. Legislation to amend section 12814.6 VC would be required for mandatory viewing of specific videos. Additionally, the viewing of particular videos would be difficult for a home driver training course and internet driver training courses. Therefore, this safety recommendation is	A
195	OSR	Require viewing of recent Red Asphalt or other defensive driving video in driver training classes.	Closed. The OSR recommends this item be reviewed by Enforcement Services Division, as they are the Office of Primary interest for driver's license issues. OSR contacted ESD to transfer this review item. ESD agreed to take this review item and assign it to the proper section.	A
198	PAD	Increase the number of multi-agency sobriety check points.	Closed. In an effort to increase awareness and deter impaired driving, the Department will continue to coordinate grant-funded sobriety checkpoint operations statewide. In 2007, the Department will conduct 200 grant-funded sobriety checkpoint operations. Areas will be encouraged to coordinate their efforts with allied agencies and conduct multi-agency checkpoint operations in conjunction with other activities such as task forces and roving operations. Operational plans have been received from all field Divisions. The plans list the Areas and dates of the proposed checkpoints. This item has been combined with recommendation 870 as they	A
200	PAD	Work with Cal Trans to construct secure stopping zones (for enforcement stops or collision investigation) on freeway right of way. These may be actual new construction or just barriers for protection from passing traffic.	The Department will add these items to the agenda for upcoming Transportation Directors meeting. Caltrans is the hosting agency; although the meeting normally would be held by the end of March 2007, it has not yet been scheduled. This item has been combined with recommendations 200, 490, 519, and 871 as they are duplicates.	A
201	ESD	Consider required training program attendance for persons found at fault in multiple traffic collisions (repeat offenders).	CLOSED. Responsibility for the review of this item was deferred to Enforcement Services Division by the Office of Special Representative. The current point system for driver license sanctions suspends or revokes the driving privilege of a person who acquires too many points in a given amount of time, including multiple points for causing traffic collisions. Under Section 13800(b) of the Vehicle Code (VC), the Department of Motor Vehicles may conduct an investigation into anyone involved in three or more traffic collisions (regardless of fault) within a 12-month period and may require that person to submit to a re-examination under Section 13801	A
201	OSR	Consider required training program attendance for persons found at fault in multiple traffic collisions (repeat offenders).	Closed. The OSR contacted ESD to transfer this review item. ESD agreed to take this review item and assign it to the proper section.	A

202	ESD	Change graduated licensing program to extend to age 21.	CLOSED. Responsibility for the review of this item was deferred to Enforcement Services Division by the Office of Special Representative. California Vehicle Code (VC) Section 12814.6 regulates the provisional licensing program. Legislation to amend section 12814.6 VC would be required to increase the age from 18 to 21. Just recently current law was modified requiring provisional licensing from 6 months to 12 months. CVS feels this new law should be allowed to take affect for a period of time before any additional changes. Therefore, this safety	A
202	OSR	Change graduated licensing program to extend to age 21.	Closed. Enforcement Services Division is the proper Office of Primary Interest for driver's license issues. The OSR defers to ESD on this item. The OSR contacted ESD to transfer this review item. ESD agreed to take this review item and assign it to the proper section.	A
203	PAD	Lidar/Radar collision warning device (activate emergency lights and/or siren and/or tone on portable radio).	Closed. A Request for Information (RFI) was recently prepared to solicit vendor input on potential technology which could provide a warning to officers when an errant vehicle is approaching their location from behind. The RFI was placed on the State of California Contracts Registry and provided to various vendors. Unfortunately, there were no replies to the RFI and vendors have indicated that a radar or lidar-based technology has not yet been fully developed. Therefore, although the technology is currently being developed, a viable product is not available for evaluation or purchase. However, the Department will continue to monitor the development of vehicle warning systems and work with vendors to develop a technology solution. This item has been combined with recommendations 203, 250, 544, 553, 775, 1228, 1240, and 1340 as they	A
205	PAD	Install vehicle locator systems (GPS is currently available in Cingular MDC modems) that are on continuously or activated under certain circumstances (for example, when the red light is activated).		A
208	PAD	Look for existing research studies that may provide operational or technological ideas. Resources include: National Law Enforcement and Corrections Technology Center (NLECTC), National Institute of Justice (NIJ), the Bureau of Justice Statistics (BJS), IACP.	Innovative technology is becoming increasingly available on a larger scale. On an on-going basis, the Department will continue to look for opportunities that will improve efficiency and safety for the officers. This item has been combined with recommendations 208 and 1229 as they are duplicates.	A
211	ACF	Develop consistent Staffing Priorities for Divisions to follow.		A
212	PMD	Allow lateral transfers from other Departments to retain qualified candidates.	'This concept was forwarded to Executive Management for consideration, and the Commissioner decided not to move forward on this concept at this time.	A
213	OSR	Increase Registration fee earmarked for additional staffing for CHP.	Closed. The Department receives additional staffing through a BCP request. This is a shared responsibility between ASD and OSR. ASD develops the BCP for increased staff and submits it to the Department of Finance as a part of the Department's budget. Once the Governor has introduced his State Budget, OSR actively advocates the Department's requests with the Legislature. In addition to the officers and public safety dispatchers provided in the 2006-2007 budget, BCPs have been developed to provide 120 more officer positions for the 2007-2008	A

214	OSR	Lobby/push for increased traffic fines as a greater deterrent to violating traffic laws.	The Department actively supports legislation that increases public safety, motorist safety, and officer safety. The OSR regularly works with the Judicial Council of California to address penalty amounts for traffic violations. This past year OSR successfully lobbied the Judicial Council of California to increase penalties for crossing flare patterns, emergency incident zones, and speed. Additionally, bail amounts increased as a result of additional penalty assessments.	A
215	ACF	Encourage/require officers to cite the violator or at-fault party out of a collision.		A
216	ACF	Increase the amount of time all ranks are required to remain at an Area office after promotion. This will increase the employees commitment to the Area and the community.		A
217	ACF	As first priority in selection of officers seeking promotion, the Department needs to consider commitment to the Department and it's mission.		A
218	ACF	Increase the amount of "road patrol" time required of an officer to qualify for promotion to sergeant and stress the importance of varied and challenging "road patrol" assignments.		A
223	ACF	Reduce the number of officers in administrative positions and redistribute those positions into the field. Replace as many of the officer administrative positions with non-uniformed personnel or retired uniformed personnel when feasible.		A
224	PMD	We need to raise the age limit to hire on with the CHP. We lose a lot of qualified military personnel who are too old.	Executive Management recently discussed the issue of maximum age limit and decided not to make any changes to the age limit at this time.	A
225	ACAD	Allow for a more practical and comfortable uniform. Law enforcement has changed and our uniform needs to change with it. Our uniforms need to be comfortable and practical while not costing a fortune.	The wash-and-wear uniform test has concluded and the feedback is under review. A final report summarizing the results of the study was completed by Academy staff and has been forwarded to Executive Management. The results of the report were presented at the April 2007 Top Management Meeting. The unanimous decision was made to not proceed with the wash-and-wear uniform. (Recommendations 43, 225, 440, 919, 1068, 1177, 1247)	A
227	ACF	The Department should increase its focus on serious crimes and the criminals who utilize the highways to prey on citizens.		A
231	ACF	Conduct thorough on-going search and seizure training at the Area level.		A

233	ESD	Reinstate the highway criminal interdiction teams to operate out of host Areas as teams of two to four highly trained and motivated officers equipped with a K-9.	CLOSED. Criminal Apprehension Training has been approved and a class will be held in November 2006.	A
235	ACF	Allow officers to conduct consent searches.		A
237	ACF	Provide the latest and best safety equipment to the officers. (i.e., mounted video cameras in patrol cars, TASERS assigned to all officers, ballistic proof patrol vehicle doors, ballistic shields for felony stops, etc.)		A
241	ACF	Maintain the current requirement for two officers per vehicle when working night shifts.		A
242	ACF	In an effort to recruit more staffing, Officers are requesting to get 8 hours CTO for each phase the new recruit passes.		A
248	ACF	Re-evaluate our deployment of motors. We currently deploy motors on A and B watch until 2215 hours. Maybe we should consider making an additional overlap shift for afternoon motors that ends earlier or prohibit motors from working in hours of darkness.		A
249	ACF	Re-evaluate OT details and hours worked in a day. Consider how much Cozeep, Mazeep, movie details and grant OT we are working. We don't have enough staffing to cover these details. Our officers are working too much OT and are exposed to more risk.		A
250	PAD	Work with Lawrence Livermore Lab to develop radar warning device which would be mounted in rear of all Departmental vehicles, which would identify vehicles approaching while stopped on the shoulder. The beam on this device would be narrow and provide an	Closed. This item has been combined with recommendations 203, 250, 544, 553, 775, 1228, 1240, and 1340 as they are duplicates.	A

253	ACF	Don't approach vehicles with tinted windows. Use p/v as cover and instruct the violator to roll down all the windows and/or have the violator walk back to the patrol vehicle.	A
254	ACF	Look into violator's rearview mirror to watch them during approach and contact.	A
259	ACF	Don't be complacent. Always pre-plan, have a plan for all scenarios and always think, what is the worst that could happen?	A
260	ACF	Have a constant mind set. Must be constantly be thinking from start to finish of shift.	A
261	ACF	Criminals always have a plan, so should we. We must act instinctively with no time to think. We must practice for all scenarios.	A
262	ACF	Officers must set a "professional" tone with command presence at all times, remain alert and be in control.	A
263	ACF	Officers shouldn't feel obligated to engage or respond to unnecessary dialog or questions which could cause a distraction.	A
264	ACF	Be consistent with officer safety practices, keep yourself separated from the violator, maintain distance and position of advantage and don't provide the opportunity to wrestle.	A
265	ACF	Officers must act instinctively, must know their equipment, where it is and how to use it without looking for it.	A
266	ACF	Know your location, your environment, your area and shortest, quickest routes to respond.	A
268	ACF	Pay attention to the radio and try to maintain locations of other units. Know where your beat partners are, how many are working, etc.	A
269	ACF	Protect your beat partner, attempt to always stop and provide back up on stops, develop team work, discuss "what if's", develop patrol strategies, and always stay on your beat.	A

270	ACF	Know and have communication with all local allied agencies and available resources.		A
271	ACF	Contact and Cover. Know it, understand it and know what to do. Establish a safety officer to cover while other employees are focusing on working the scene. Always have two officers at a scene of an impound/storage.		A
272	ACF	While Driving, keep a high visual horizon, focus on getting there safe not first, be aware and not tolerant of bad driving habits.		A
273	FOS	Conduct daily vehicle safety checks including equipment (shotgun, rifle, radio, lights).	Completed	A
274	ACF	Sergeants need to know there people, they must establish trust, loyalty and communication. Sergeants need to work the field and actually supervise. There would be a drastic drop in complaints and the additional assistance is needed. Quality supervision		A
275	ACF	Create a civilian ride-a-long program to enhance recruitment, allow CHP Explorers credit towards the cadet testing process and allow lateral transfers from allied agencies to attend a modified Academy to increase number of officers on the road.		A
277	ACF	Better updated equipment, deployment of TASERs, radios and communication equipment, MDCs utilized throughout the state, better scanning abilities, better flares that stay lit in the rain, etc.		A
278	OIA	Officer's sacrifice officer safety due to concerns of citizen complaints. Provide training to incorporate police department officer awareness, review current policies and adopt "Ask, Tell, Make" policy.	Closed. Officers are trained to be courteous, efficient, timely, positive, and utilize the appropriate demeanor and/or force option when contacting the public. The decision regarding which option to select is to be based upon the concepts of sound judgment, the circumstances perceived by the officer at the time, and the utilization of only that force reasonable to gain control of the situation. The primary factor to be considered is the safety of the officer. When personnel conduct themselves in a manner that is consistent with departmental policy and training they will be exonerated of misconduct if a citizens' complaint is filed.	A

282	ACA	Provide training in non-verbal communication. This will enhance officers' recognition of potential citizen aggression.	A decentralized training course titled "Core Body Language" is being taught and is now a Peace Officer Standards and Training certified course. Additionally, the Academy Criminal Law Unit has developed a Body Language and Criminal Behavior Class, which is taught to cadets, Officers' Forum, and Headquarters Decentralized Training. A body language and self evaluation training bulletin was prepared and published. A body language course was provided at the Academy (uniformed and nonuniformed) during the second quarter reporting period by the Academy's	A
284	ACF	Institute the 12 hour shift to maximize the available personnel and reduce stress associated with shift work.		A
286	OSR	Department should encourage law makers to enact legislation to require motorist to slow to a determined speed when emergency vehicles display emergency lights at traffic collision scenes.	Closed. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Information about this law is contained in the New Laws segment of first quarter decentralized training.	A
293	OSR	Ask Legislation to require the motoring public to move to another lane other than the slow lane when approaching an enforcement vehicle that is on a stop.	Closed. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Information about this law is contained in the New Laws segment of first quarter decentralized training.	A
294	ACF	Written policy allowing the officers to direct all occupants of a vehicle to place their hands where ever the officer can see them for officer safety and reduce complaints on officer tactics.		A
295	ESD	Research and prepare updated policy and procedures for tractor/trailer (big-rig) stops, etc. Also include SUV's, 4x4's, and pick-ups with extended cabs.		A
296	ACAD	Research and develop policy to traffic stops at night in isolated areas, rural roads and mountain highways. Offer alternatives to approaching directly along right side. Approach in an arch out to the right of the subject vehicle where the officer can observe.	Recommend that provided there is sufficient space, officers move into an area of darkness or further away from vehicle for concealment during approach. (Recommendations 296 and 1251)	A
296	PAD	Research and develop policy to traffic stops at night in isolated areas, rural roads and mountain highways. Offer alternatives to approaching directly along right side. Approach in an arch out to the right of the subject vehicle where the officer can ob		A

297	OSR	Support legislation to increase penalty for carrying a concealed weapon, without a permit, from a misdemeanor to a felony.	Closed. Senate Bill 1545 (Pescigian) would have increased the penalties for carrying a concealed or loaded firearms under specified conditions. This bill failed passage in the Senate Appropriations Committee. The OSR will continue to monitor and support future legislation that would increase penalties for carrying a concealed weapon.	A
298	ACF	Require the FOTS Truck to be at every Area office for at least one week per quarter.		A
299	ACF	Expand AOST to the Division level rather than the Academy only and make the training mandatory for all officers. Include the use of simunition in real-life scenarios.		A
300	FOS	Install flashing emergency lights inside the trunk lids in all patrol vehicles which activate when the trunk lid is raised.	Completed. See item number 14.	A
301	ACAD	Further study and research on emergency lights being Maintained on or off during the entire traffic stop. For example, in comparison with Nevada Highway Patrol who leave their lights on during traffic stops.	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exist. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A
301	PAD	Further study and research on emergency lights being maintained on or off during the entire traffic stop. For example, in comparison with Nevada Highway Patrol who leave their lights on during traffic stops.	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP Policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exists. (For recommendations 1, 301, 393,427,487,700,733,928, 1299)	A
303	FOS	Patrol vehicle emergency lights need to be updated, especially for areas with snow and inclement weather.	See item number 4.	A
307	ACF	More less than lethal weapons and training.		A
308	ACF	Re-examine policy of allowing solo officer cars at 0400 hours. Consider getting rid of solo officer shifts between 2230 and 0600 hours.		A
309	ESD	All officer involved shooting investigations should be made available to all uniformed employees in summary form including tactical issues, policy, etc.	CLOSED. The Academy produces and disseminates a quarterly Officer Involved Shooting Incident Report to all Areas. FSS recommends the Academy consider restructuring the report format to include tactical officer safety issues.	A
311	ACF	Administration functions should be filled and handled by civilian and/or retired employees so that more officers are working the field.		A

312	ACF	Each critical incident should be reviewed and discussed during training days and briefings.		A
314	PAD	Exposure time at collision scenes could be decreased by allowing the short format, 11-82, report.		A
315	OSR	Aside from DUI, drivers today have too many in car distractions. Such as cell phones, DVD players, IPODS, stereo systems, etc., which distract the driver.	Closed. Chapter 290, Statutes of 2006 (Senate Bill 1613 – Simitian) prohibits the use of a wireless telephone while driving unless it is used in a hands-free manner. This law goes into effect on July 1, 2008. See Section 23123 VC. Information about this law is contained in the New Laws segment of first quarter decentralized training.	A
316	PAD	Allow consent searches. Rather than completing the CHP 202D and 415D daily, a two week period, similar to the language survey, could be used to extract statistical data.		A
320	ACAD	Every office needs an actual defibrillator not just the training.	Automated External Defibrillators (AED) are in the following Area offices: Placerville Area - 4 AEDs (grant funded), King City -6 AEDs (funded by Monterey County EMSA) Judicial Protection statewide - 37 (funded by courts), Governors Protection Detail (Department funding), Mobile Field Force -1 (Department funding) Funding would need to be identified if further purchases are desired for patrol vehicles, Areas, and headquarters offices. (Recommendations 320, 777)	A
322	ACF	Monitor and manage long overtime hours used by officers in association with regular work hours.		A
324	ACF	Hold the uniformed administration staff to the same training standards as uniformed patrol officers (i.e., shooting, driving, etc.).		A
325	ACAD	Purchasing and wearing reflective vests during non-enforcement activities such as traffic control.	At several Departmental Occupational Safety Board (DOSB) meetings, Planning and Analysis Division discussed the recent ruling of US Federal Highway Rule, CFR 23, Part 634, which mandates the wearing of reflective vests under certain circumstances. This mandate will become effective November 2008. At the November 2007 DOSB meeting, the Academy was assigned as the new OPI for this project. Comprehensive performance specifications for the high-visibility vest have been developed and submitted to the Department of General Services for initiation of the Invitation for Bids to purchase the vests. (Recommendations 20, 325, 476, 643, 650, 702,	A
326	ACAD	Is it safer to be surrounded by metal, air bags and seat belts when writing a citation or outside a vehicle and mobile.	Standing outside a vehicle allows the officer to be aware of his/her surroundings 360 degrees. Unobstructed vision and hearing provides needed mobility. Policy in HPM 70.6, Officer Safety Manual currently allows officers to use good judgment in regard to sitting in patrol vehicle. (Recommendations 326, 423)	A
327	FOS	Most officers, with the exception of larger or taller ones, feel all patrol vehicles should have cages, plastic rear seats and Plexiglas. This would provide officer safety, easy clean up and additional support for roll-over collisions.	Completed. This is currently being reviewed by the working group developing specifications for the next generation emergency warning light system. (06/05/07) FOS has started equipping the 2007 Ford Crown Victoria Police Interceptor (CVPI) with push bumps. The installation of plastic seats in all vehicles with prisoner screens is currently under review by the Motor Vehicle Advisory Board (MVAB). All field Divisions have been asked to provide input on whether a recommendation will be forwarded to executive management. (11/08/06) The MVAB reviewed the installation of the plastic seats and there was a consensus that the seats were not a viable option	A

328	ACAL	The use of motorcycles for enforcement should be examined. Motorcycles are involved in more collisions, they're less visible, provide less cover and are dangerous in pursuits.	These items were reviewed and discussed during the audit of the Department's Motorcycle Training Program. The audit deemed the use of the motorcycle a viable tool for the Department. (Recommendations 328, 441, 1260)	A
329	ACAD	The Department needs to start looking at fresh ideas that are out in the industry such as seminars which update tactics and ideas.	The Department is open to new ideas and technologies. (Recommendations 329 and 945)	A
329	PAD	The Department needs to start looking at fresh ideas that are out in the industry such as seminars with updated tactics and ideas.		A
331	ACAD	Utilize "Terry" pat-downs more or in all enforcement contacts.	Legal requirements for pat down/frisk are being addressed in 2007 Search and Seizure update Training developed by the Academy Criminal Law unit (CLU). (Recommendations 331 and	A
331	PAD	Utilize "Terry" pat-downs more or in all enforcement contacts.		A
332	ACAD	Enhance training in reaction time with suspects that produce hand guns/weapons in close quarter incidents.	FOTS (Force Option Training Simulator), weapon/range training, Advanced officer Safety Training is available to enhance reaction time.	A
333	ACF	More positive reinforcement to take more time to evaluate the stop/contact, keeping officer safety in mind. The push for officers is on more activity.		A
334	ACF	Develop additional officer safety practices at the local level that works and share successes.		A
337	ACAD	Emergency vehicle operation training should be performed frequently to sharpen driving skills.	Officers receive four hours of driving during Officer's Forum. Each Area is required to conduct four hours of Commentary Driving every two years as part of the Perishable Skills training required by POST. An officer's driving skills should also be evaluated as part of the supervisor's ride-a-long. (Recommendations 337, 915, 916, 959, 1044, 1084)	A
338	ACF	Make Officers Forum mandatory for all officers every two, and if not possible, at least every three years.		A
340	MR	Driving Demands Responsibility media campaign designed to focus on expectations and consequences of unsafe driving.	Safe driving messaging is used in every media event. Will be working with Division PAOs to get the message out.	A
344	ACF	The Department should analyze the dangers inherent in complying with FLSA. The officers cited the problem of working long stretches due to FLSA requirements.		A

345	FOS	Like the Department of Corrections, we should be touting our working conditions as the most dangerous beat in the state. Perhaps this would be a good tool for gaining better staffing.	This recommendation will be referred to the Office of the Commissioner for consideration. (08/03/2007) No changes FOS will assist with any consideration that affects the vehicle fleet.	A
346	FOS	Slick top patrol vehicles should have clear left side spotlights to illuminate violators' vehicles.	Completed. This recommendation is currently under review by the Motor Vehicle Advisory Board (MVAB). (11/08/06) The MVAB concluded that removing the red spotlight from the left side would present a serious officer safety issue. As a result, there will be no changes made in the current vehicle spotlight configuration.	A
352	PAD	Technical device in patrol vehicles to read license plates on vehicle stops with immediate notification to dispatch. This device should also establish locations (GPS), in car cameras with audio and driver license readers/scanners to assist in rapid completion of citations.		A
353	FOS	Updating patrol vehicle safety issues - lights on doors, in trunk (when opened) and more LED lights on patrol vehicles to make them more visible.	See item numbers 4 and 14.	A
354	FOS	Strobe or LED lighting mounted to push bumpers for better side visibility (Code 3 intersection type driving).	Completed. This is currently being reviewed by the working group developing specifications for the next generation emergency warning light system. (06/05/07) FOS has started equipping the 2007 Ford Crown Victoria Police Interceptor (CVPI) with push bumper lighting. All marked vehicles assembled after June 1, 2007 will have push bumper lights installed..	A
357	ACAD	Implement required training on gun take away moves during one of the quarterly trainings.	Training is taught at Academy and available through the Advanced Officer Safety Training classes, not required by policy. (Recommendations 357 and 1059)	A
358	ACAD	Additional training to lift fingerprints and documenting crimes on state property such as burglaries, etc.	Cadets are receiving this training and the Academy Criminal Law Unit is assisted Field Support Section (FSS) with enhanced criminal apprehension training.	A
360	PMD	Anticipate future retirements (i.e., start hiring cadets in anticipation of a retirement possibly two years in advance).	Hiring is an ongoing process. The Department is actively seeking to fill vacant and new positions. The Recruitment Unit and Cadet Hiring Unit continue to recruit and process well-qualified Cadet, CHP, candidates.	A
362	ACF	Evaluate proposed 12 hours shifts.		A
366	ACF	Alternate workweek could also be used as a recruiting tool		A
367	ACF	Take Lateral transfers		A
368	PMD	Increase recruiting, develop faster hiring process.	SSSES has developed a new limited-term Staff Services Manager I position to analyze the current cadet hiring process and to develop solutions to streamline the process. Additionally, there is currently a task force looking into various methods of changing the test protocols which might accomplish the goal of decreasing the overall time it takes to hire cadet applicants.	A
372	ACF	Push for activity from sluggish Officers		A

373	PAD	Use of non-uniform staff for some special duty positions like, evidence, FSP, Backgrounds, School bus etc.	This item has been combined with recommendations 178, 181, 373, 669, and 850 as they are duplicates.	A
374	ACF	Backfill area positions as soon as a person is taken to adm. Assignments		A
375	ACF	Respond two officer to all pedestrian calls, since many times they are 51-50.		A
376	ACF	Encourage beat partner assistance for vehicle impounds.		A
378	ACF	Officer's radio transmissions should be handled first by dispatch. Often we hear "Stand by, I'm on a 911 call".		A
380	ESD	Release of vehicles for Section 22651(P) of the Vehicle Code.	CLOSED. Legislation would be required to curtail the release of a 22651(P) VC vehicle to any person with a valid driver license who is designated as the registered owner's agent. Cooperation from the local district attorney's office must be obtained prior to implementing a vehicle forfeiture program pursuant to 14607.6 VC. This recommendation is the same as recommendation #89.	A
389	ACF	Handcuff suspects while they're detained.		A
390	ACF	State wide, write tickets for 5-10 over the limit. We have given up the farm and need to take it back.		A
391	PAD	Train the public about aggressive driving and the severe consequences. Make it a shocking training. The public has the perception that nothing will happen to them and everything is alright. We need to shock them.	PAD will be consulting with the Office of Media Relations (OMR) in the near future to develop training information for the public.	A
393	ACAD	Conduct a new study (or use existing studies conducted by other agencies) on the use of keeping rear emergency lights activated during traffic stops. Does the use of emergency lights increase or decrease officer safety?	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use fo amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exist. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A
393	PAD	Conduct a new study (or use existing studies conducted by other agencies) on the use of keeping rear emergency lights activated during traffic stops. Does the use of emergency lights increase or decrease officer safety?	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP Policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exists. (For recommendations 1, 301, 393,427,487,700,733,928, 1299)	A
394	ACF	We could also consider directing people off the freeway to perform all FST's.		A

396	OSR	Consider a law passed in Texas in 2004 that requires drivers to move to the left, out of the slow lane, whenever they see a patrol car on a stop. If they are unable to move, they can only pass at 10 mph or slower, otherwise it's an infraction.	Closed. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Information about this law is contained in the New Laws segment of first quarter decentralized training.	A
397	PAD	Some type of campaign as Cal Trans had a few years ago, "Give em a Brake".		A
401	PAD	Change or delete some of the information requires on a 215. Insurance info box should be a yes or no checkbox rather than having to write in the insurance information. Waiting for someone to find their insurance information increases exposure time. Del	Section 16028(b) of the California Vehicle Code states, "The peace officer shall request and write the driver's evidence of the financial responsibility on the notice to appear, except when the peace officer is unable to write the driver's evidence of financial responsibility on the notice to appear due to an emergency that requires his or her presence elsewhere." As such, the recommended change would require an amendment to current law. (Recommendations 833, 1318)	A
402	ACF	Dispatch needs to repeat back a units radio traffic. Most of the time can't hear the other units traffic, including their location, and if dispatch repeats it then all units can copy an officers location and the type of stop they are on.		A
403	PAD	Run 28's and 29's on a license plate before stopping the vehicle. Would require additional COMM center staffing and policy change. Ideally, MDCs would take care of this problem. All units should be equipped with MDCs.		A
404	ACF	We need consistent communication with allied agencies relative to wanted suspects, habitual offenders, active investigations, active gang or ring activity		A
405	ACAD	Don't issue citations from the V of the door. Write them back by the trunk. This gives better visibility down the road and puts more distance between the officer and the violator.	This recommendation puts the officer further away from shotgun, rifle, and car radio in bad reception areas. In addition, this topic is already included and taught within the Advanced Officer Safety Training class.	A
405	PAD	Don't issue citations from the V of the door. Write them back by the trunk. This gives better visibility down the road and puts more distance between the officer and the violator.		A

407	ACF	Have units take TCs off freeway.		A
408	ACF	Take potential DUI suspects off freeway before stopping when possible		A
417	ACF	Motors are often seen making stops in the center dividers. They should re-direct violators to the right shoulder whenever possible.		A
418	ACF	Officers should really know their Area, and not turn on the red light until they are near an off-ramp where they can direct people off the freeway.		A
420	PAD	Develop information for inclusion into the DMV driver handbook on safe stopping procedures when a motorist is subjected to an enforcement stop by driving off the freeway, or to an established safe stopping location.		A
422	ACAD	Change or add to HPM 70.6 - recommend to personnel not to conduct double or triple enforcement stops.	Policy already in place. Refer to HPM 70.6, Officer Safety Manual, Chapter 13, page 13-8 (12).	A
422	PAD	Change or add to HPM 70.6 - recommend to personnel not to conduct double or triple enforcement stops.		A
423	ACAD	We need to revisit officer safety techniques, such as requiring officers to stand outside their patrol cars on enforcement stops. We need to realize that there may be occasions when it is safer to be inside the patrol car than outside.	Standing outside a vehicle allows the officer to be aware of his/her surroundings 360 degrees. Unobstructed vision and hearing provides needed mobility. Policy in HPM 70.6, Officer Safety Manual currently allows officers to use good judgment in regard to sitting in patrol vehicle. (Recommendations 326, 423)	A
423	PAD	We need to revisit officer safety techniques, such as requiring officers to stand outside their patrol cars on enforcement stops. We need to realize that there may be occasions when it is safer to be inside the patrol car than outside. Could officers be		A

424	ACF	Regarding officers being struck while on stops on freeway shoulders, many years ago the Department implemented policy directing that patrol car rear warning lights be turned off while stopped on shoulder. Has a review of our collisions of this type been		A
427	ACAD	Employees requested additional studies be undertaken to determine whether or not emergency lights in use, were safer during hazard mitigation at accident scenes and/or enforcement stops.	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use fo amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exist. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A
427	PAD	Employees requested additional studies be undertaken to determine whether or not emergency lights in use, or not-in-use, were safer during hazard mitigation at accident scenes and/or enforcement stops.	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP Policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exists. (For recommendations 1, 301, 393,427,487,700,733,928, 1299)	A
433	ACF	Examine the "take home" motorcycle policy to prevent added exposure officers face coming to/from work. Often times, officers are stopping violators outside of their home areas, where they are unfamiliar with the beat and/or associated hazards.		A
434	ESD	More K-9's, especially in rural areas.	ON-GOING. Still pending consideration by Executive Management. This recommendation is the same as recommendation #660 & #1057.	A
440	ACAD	Our officers are expected to go to the ground with the bad guys wearing a "business suit" (tan uniform). The Department needs to consider the blue / tactical uniform for all occasions.	The wash-and-wear uniform test has concluded and the feedback is under review. A final report summarizing the results of the study was completed by Academy stThe wash-and-wear uniform test was concluded and the feedback reviewed. A final report summarizing the results of the study was completed by Academy staff and forwarded to Executive Management. The results of the report were presented at the April 2007 Top Management Meeting. The unanimous decision was made to not proceed with the wash-and-wear uniform. (Recommendations 43, 225, 440,	A
441	ACAD	Eliminate motorcycles as an enforcement tool since it appears that a large percentage of accidents and line of duty deaths occur as a result of accidents involving CHP motor officers.	These items were reviewed and discussed during the audit of the Department's Motorcycle Training Program. The audit deemed the use of the motorcycle a viable tool for the Department. (Recommendations 328, 441, 1260)	A
447	ACF	We need to improve the level of protection for our clerical staff in the reception area of our offices		A
448	PAD	Short form 11-81 reports and a different format for 11-82 reports to reduce exposure to traffic.		A

449	ACF	Run 28's and 29's on a license plate before stopping the vehicle. Would require additional COMM center staffing and policy change. Ideally, MDCs would take care of this problem. All units should be equipped with MDCs.		A
451	ACAD	Evaluate recommended stopping distance behind violators vehicles of traffic stops. Maybe we should be back a little further.	Policy in HPM 70.6, Officer Safety Manual, Chapter 3, page 3-3 (8) gives a desired minimum distance, no maximum. Note: It may be the officer's only cover. (Recommendations 451,508,711,1328)	A
451	PAD	Evaluate recommended stopping distance behind violators vehicles of traffic stops. Maybe we should be back a little further.		A
452	ACAD	Pitch entire vehicle slightly to the left when making traffic stops instead of just the wheels. This will send the entire vehicle away from the shoulder in the event of a rear impact and provides a safety corridor as the officer approaches the vehicle.	There is currently no policy that prohibits this practice. However, this practice will be evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 452, 460, 467, 716, 1312)	A
454	OSR	Re-evaluate and support the "move over" legislation requiring motorists to move away from law enforcement activity taking place on the shoulder of a highway.	Closed. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Information about this law is contained in the New Laws segment of first quarter decentralized training.	A
456	ACF	Officer working during hours of darkness should be allowed to unholster their weapons and hold it discretely by their side until they have insured there is no threat posed by the violator or passengers		A
457	ACF	Make it clear to officers that they have the backing of the Department to use the necessary force to affect the arrest. Many officers are worried about complaints or the Monday morning scrutiny of the Department and are too passive with violators.		A
458	ACF	More SEU teams focusing on Speed, DUI, Occupant Restraint		A
460	ACAD	Different positioning of the patrol vehicle with the front angled toward the traffic lane providing more protection to the officers making right side approaches.	There is currently no policy that prohibits this practice. However, this practice will be evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 452, 460, 467, 716, 1312)	A

464	ACF	Stress the importance of making traffic stops in safe locations		A
465	ACF	Bring back the consent searches.		A
466	PAD	Limit exposure time on the side of the road by considering either checking a box on the 215 to verify Insurance information, or just writing "verified," rather than taking the time to write the insurance company name and policy number. (By July 06, DMV w	Section 16028(b) of the California Vehicle Code states, "The peace officer shall request and write the driver's evidence of the financial responsibility on the notice to appear, except when the peace officer is unable to write the driver's evidence of financial responsibility on the notice to appear due to an emergency that requires his or her presence elsewhere." As such, the recommended change would require an amendment to current law. (Recommendations 833, 1318)	A
467	ACAD	Review the study that examined patrol vehicle placement on traffic stops in relation to the suspect vehicle in case of struck patrol vehicle. May need to increase distance or have different placement to ensure the patrol vehicle isn't pushed into officer.	There is currently no policy that prohibits this practice. However, this practice will be evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 452, 460, 467, 716, 1312)	A
467	PAD	Review the study that examined patrol vehicle placement on traffic stops in relation to the suspect vehicle in case of struck patrol vehicle. May need to increase distance or have different placement to ensure the patrol vehicle isn't pushed into officer		A
468	ACAD	Emphasis in training when Field Sobriety Tests (FSTs) are performed or suspects have exited vehicle to always conduct a Terry Pat down for officer safety.	Legal requirements for pat down/frisk were addressed in the 2007 Search and Seizure Update Training developed by the Academy Criminal Law Unit (CLU).	A
471	ACF	Stress the importance of going 10-98 from a stop. Many officers fail to do so.		A
472	ACF	Dispatchers need to monitor Channel 2 traffic. Officers may use Channel 2 by mistake.		A
476	ACAD	Wearing of reflective vests by personnel on 11-84 details or while working traffic collisions.	At several Departmental Occupational Safety Board (DOSB) meetings, Planning and Analysis Division discussed the recent ruling of US Federal Highway Rule, CFR 23, Part 634, which mandates the wearing of reflective vests under certain circumstances. This mandate will become effective November 2008. At the November 2007 DOSB meeting, the Academy was assigned as the new OPI for this project. Comprehensive performance specifications for the high-visibility vest have been developed and submitted to the Department of General Services for initiation of the Invitation for Bids to purchase the vests. (Recommendations 20, 325, 476, 643, 650, 702,	A

477	ACF	Perceived "push" by some personnel for increased activity in more urban offices to attain desired contact goals with less regard for officer safety. Recommend review of targeted goals and methods used to attain them.		A
482	IMD	MDCs State Wide.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A
483	ACF	Disseminate "Be On the Lookout" information in a timely manner.		A
486	PAD	Look at similar incidents occurring to allied agencies, and see what, if anything, they are now doing differently		A
487	ACAD	Review long standing tactics like turning off the rear deck lights when making stops on the freeway. Traffic patterns and volumes have changed over the years. Are our officers getting hit on the freeway shoulder when they do not have their rear lights on?	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exist. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A
487	PAD	Review long-standing tactics like turning off the rear deck lights when making stops on the freeway. Traffic patterns and volumes have changed over the years. Are our officers getting hit on the freeway shoulder when they do not have their rear lights on?	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP Policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exists. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A
490	PAD	Review policy on where traffic stops on freeways should be made. Possibly have Cal-trans create wide shoulder safety areas, similar to the AIS location on the I-10 at Robertson. The designs of our freeways are not safe for enforcement stops. We have r	This item has been combined with recommendations 200, 490, 519, and 871 as they are duplicates.	A

492	ACA	Were the shooting deaths of our officer tactical errors? After review of each incident make recommendations for any changes in policy or tactics.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerece Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 492 and 1324)	A
493	ACF	Review policy on removing weapons from holster during high risk stops. Perhaps we should look at all stops are high risk during the hours of darkness. Officers felt they could more quickly respond to the threat of a weapon if they had their guns out of		A
495	ACF	Re-emphasize moving traffic stops (collisions) off the freeway.		A
497	ACF	Allow flashlight to be used as optional force weapon (= baton).		A
508	ACAD	Re-visit approach tactics on vehicle stops.	Specific to #508 - During the review process of HPM 70.6, Officer Safety Manual, the Academy reviews tactical approaches to vehicles. The Academy sits as a subject matter expert on the Peace Officer Standards and Training Traffic Enforcement committee and as a member of the Law Enforcement Officers Killed and Assaulted committee. During these two committee meetings, officer safety tactics are continually reviewed and discussed.	A
513	ACAD	Instill a "combat mentality" in all officers.	Currently addressed in Cadet Training by Enforcement Tactics and officer training by Advanced Officer Safety Training. (Recommendations 513, 750, 902, 903, 904, 979, 1039, 1361)	A
516	ACF	Instill beat accountability in all Officers		A
518	ACAD	Run more active range days and more often.	Alternate courses of fire is part of current training for range officers. Range officers are highly encouranged to conduct alternate courses of fire. (recommendations 518 and 753)	A
520	IMD	One-button activation on MDC to transmit GPS 10-20	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A
521	ACF	Enable dispatch to access more criminal info when they run a 1027. Other agencies have this capability.		A

527	ACF	The Department has been extremely slow to adopt or implement existing technology. Items such as Tasers, Pepperball, and bean bag rounds should be deployed to the field as soon as possible. We don't need an extensive study on every item that has a succes		A
529	PAD	Whatever happened to the automated citation devices? Why don't we have those? The less time we're standing on the freeway, the less likely we are to get hit.	Closed. Automated citation devices were acquired for four Area offices through Office of Traffic Safety grant funding. The program was not expanded at the conclusion of the grant because the courts did not have a standardized data format. Expanding the program would have meant developing individual data standards for each court throughout the state. The Judicial Council of California is leading an effort to develop a standardized data model for all courts. When that model is adopted, the Department can assess the feasibility of funding and supporting automated citation devices that use a common data format department-wide. This item has been combined with recommendations 529, 569, 764, 942, and 1175 as they are duplicates.	A
532	BSS	There's a perception that Department repeatedly buys "low bid, low quality" or "last year's model" equipment, i.e.: Visteon equipment. We recommend that as part of purchasing any technical equipment, the Department look at what other departments are usin	The Department always strives to procure the best quality product. Purchasing rules require that the purchase of a commodity is awarded to the lowest responsible bidder (PAM 4.D2.0). On October 19, 2006, BSS/Purchasing Services Unit conducted training to OPI requestors to remind them to submit proper documentation that substantiates prior validated testing to support the procurement. Completed.	A
534	FOS	Our overhead lights are getting old and faded, and rotate too slow.		A
541	PAD	Departmental use of LIDAR. Also use photo speed enforcement.		A
544	PAD	Rear Movement Detecting Lasers.	Closed. This item has been combined with recommendations 203, 250, 544, 553, 775, 1228, 1240, and 1340 as they are duplicates.	A
553	PAD	Lidar alarm system to warn officers on traffic approaching from the rear on the shoulder.	Closed. This item has been combined with recommendations 203, 250, 544, 553, 775, 1228, 1240, and 1340 as they are duplicates.	A
569	PAD	Development of automated 215 devices for all enforcement not just commercial	Closed. This item has been combined with recommendations 529, 569, 764, 942, and 1175 as they are duplicates.	A
570	FOS	Vehicle stability control on all patrol vehicles.	Completed. The vehicle stability package is not offered on the Ford Crown Victoria Police Interceptor. During the next review of the specifications for enforcement sedans, the inclusion of vehicle stability is to be addressed provided it does not limit the procurement process to one	A
571	ACF	More one on one time with an officer safety instructor (OST, FOTS, etc.) Doing these things in front of other officers sets up an environment where the officer could be embarrassed in front of his\her peers.		A

572	ACF	Officers need to have a game plan with their partners if something goes wrong and a suspect gets the drop on a partner officer. The same goes for DUI checkpoints.		A
573	ACF	More detailed discussion on incidents (critiquing), the quicker the better.		A
574	OSR	Have DMV change their drivers manual to include pulling onto the shoulder rather than the center divider when emergency vehicles approach. Also emphasize need to pull vehicles to the shoulder after a T/C if there are no injuries.	Closed. The 2006 Driver Handbook published by the Department of Motor Vehicles already addresses these issues. On page 52, instruction is given to drivers to drive to the right edge of the roadway and stop until the emergency vehicle has passed. Additionally, on page 61, drivers are instructed to remove their vehicles from the traffic lanes if no one is injured or killed.	A
575	ACAD	Provide more funding for simunition training so scenarios are more realistic.	The Academy's Tactical Training Program has developed a lesson plan and training scenarios to be utilized by Division Training Coordinators at the Area level for simunitions based training. Training for Division personnel began during the third quarter of 2008. The Department entered into a contract to purchase simunitions and other than lethal training products.	A
577	ACF	Extend the amount of time an officer spends on the road before they are eligible for an admin or special duty job.		A
578	ACAD	More training on criminal behavior, interrogation techniques, criminal identification, etc.	The Academy has developed a Body Language and Criminal Behavior Class, which is being presented to cadets, Officers' Forum, and HQ Decentralized Training. Additional training classes are also being developed by Field Support Section. (Recommendations 578, 592, 1349, 1359)	A
579	ACAD	Emphasis on better physical conditioning among all employees. Better for image of Department and officer might have a better chance at surviving a confrontation.	Currently covered in policy through the Annual Fitness Challenge Program. Recommendations 579, 607)	A
580	ACAD	Train non uniformed personnel to assist with CHP 215s, storages, traffic control, etc. in order to free up officers to conduct other duties.	Section 22651.05 of the Vehicle Code currently allows state and local law enforcement agencies to use trained volunteers to store/remove vehicles as specified by Section 22651.05.	A
581	ACAD	Uniformed employees were very complimentary of the Border Division EOST program and felt that it placed officers in a much better frame of mind, and enhanced training to better survive the ultimate challenge. Most felt the program should be adopted state	Advanced Officer Safety Training (AOST) is statewide. Border and Golden Gate Divisions both had input into the current AOST course curriculum. (Recommendations 581 and 967)	A

582	ACAL	Our OST/PMA tactics are out-dated. They have become ineffective over the years, as most criminals have experienced them several times over. The program now works for only the compliant people. We do not receive sufficient training to be confidently prepared.	Advanced Officer Safety Training (AOST) addresses non-compliant subjects. The AOST classes are currently offered for a total of 48 times per year. The classes are offered approximately four times a month at the Academy and/or Clark Training Center. (Recommendations 582, 591, 1091, 1350)	A
583	ACAD	There was an interest in more hand-to-hand combat training (hair pulling, eye poking, etc.)	Currently contained within the AOST curriculum and being considered during the review of HPM 70.6 as part of the 199 Officer Safety Certification process. (Recommendations 583 and 1351)	A
585	ACF	Re-emphasize pick and choose where to make stops. When stops are made, re-emphasize evaluating surroundings, stand behind guard rails, watch traffic as well as suspect. Basic stuff needs to be continually trained on.		A
591	ACAD	OST training needs to focus more on what TO do, and not on what NOT to do.	Advanced Officer Safety Training (AOST) addresses non-compliant subjects. The AOST classes are currently offered for a total of 48 times per year. The classes are offered approximately four times a month at the Academy and/or Clark Training Center. (Recommendations 582, 591, 1091, 1350)	A
592	ACAD	Many injuries and deaths are caused by reduced mental awareness or alertness. Develop a training course in mental awareness and alertness.	The Academy has developed a Body Language and Criminal Behavior Class, which is being presented to cadets, Officers' Forum, and HQ Decentralized Training. Additional training classes are also being developed by Field Support Section. (Recommendations 578, 592, 1349, 1359)	A
593	ACAD	More one on one time with an officer safety instructor (OST, FOTS, etc.) Doing these things in front of other officers sets up an environment where the officer could be embarrassed in front of his/her peers.	Training is not designed to embarrass our officers but to identify any weaknesses and reinforce their knowledge and skills to survive a critical incident. (Recommendations 593, 1360, 1363)	A
594	ACAD	Provide on going back to basics traffic stop training covering the things most officers have become complacent about.	Training is not designed to embarrass our officers but to identify any weaknesses and reinforce their knowledge and skills to survive a critical incident. (Recommendations 593, 1360, 1363)	A
595	ACAD	Incorporate traffic stops into EOST.	Currently part of Academy Advanced Officer Safety Training (AOST) course curriculum. (Recommendations 595 and 1083)	A
596	OSR	Standardize enforcement stops across all agencies, like ICS.	Closed. Peace Officers Standards and Training provides training curriculum to allied law enforcement agencies across the state on means by which to conduct enforcement stops. Legislation to require standardization of enforcement stops would not be the proper means to attain this safety review item. The OSR recommends that the Office of the Academy review this item. The Office of the Academy has accepted responsibility for this item.	A

597	PAD	Training for Cal Trans so they know what to do when they respond to assist CHP.	Special Project Section is currently working with Caltrans, Division of Traffic Operations, on co-hosting a California Highway Incident Management Summit, scheduled April 3 and 4, 2007. It is anticipated that incident responders training, and enhanced communication and coordination will be an outcome of this summit. The next Freeway Operation Academy is tentatively scheduled in May 2007; there is no date set for the TMC Tools and Techniques Academy. The joint COZEEP/MAZEEP training has been drafted, but not finalized. Caltrans has submitted the COZEEP/MAZEEP pocket guide to their headquarters staff for review. It is anticipated that the guide will help improve communication between the CHP officers working COZEEP/MAZEEP details and Caltrans on-site supervisor, Resident Engineer, and others working at the project.	A
598	ACAD	Joint Training with allied agencies.	Such training is already accomplished through statewide/local task forces as well as associations with allied agencies. Additionally, this type of training can occur at the discretion of Area commanders. (Recommendations 598, 913, 1365)	A
599	ACAD	Make more out-service training available to officers, such as weapons and self-defense training.	Due to the out-sourcing of the budget process in Fiscal Year 05/06. Divisions now have access to the line item budgets that dictate how out-service training monies will be expended. Therefore, training opportunities should be present for all employees that request training to enhance their job performance. These training opportunities are limited of course to available funding. (Recommendations 599, 624, 1204, 1367)	A
600	ACAD	Have a stand-alone training staff at the Division level that does all the training in the Areas. This will standardize training and free up the Area training officer position.	Since the creation of the Academy and Clark Training Center Advanced Officer Safety Training program, Divisions no longer conduct Enhanced Officer Safety Training classes. This is to ensure consistent training through approved lesson plans. The proposed revisions to HPM 70.6, Officer Safety Manual will address training at the Division and Area levels. (Recommendations 600 and 964)	A
601	ACAD	Use the Academy for more training and stop using it to train allied agencies. We should go back to the Academy every three years for in-service training.	The Academy rarely conducts training for allied agencies due to the large cadet classes. All officers are required to attend Officers' Forum every three years; however, due to constrained budgets, the last class was taught in December 2006. The increased cadet class sizes will further reduce the number of classes conducted. The Field Training and Evaluation program is preparing an issue paper proposing changes to the officers' Forum curriculum.	A
603	ACAD	Establish specific training Area offices throughout the state. They would be designated to conduct all the FTO training. Cadets would graduate from the Academy and report to these Areas for training and when finished, would report to their assigned Area	The CHP Statewide Field Training and Evaluation Program (FTEP) Coordinator assigned to the Academy Field Training Unit researched the feasibility of this suggestion. This suggestion is not feasible for our Department based on geography and our current system of transfers.	A
604	ACAD	Replace the Department's current decentralized training program with a new Academy Training Program.	Areas must seek ways to enhance current curriculum. The curriculum in place is mandated by the Commission on Peace Officers Standards and Training and cannot be changed. Due to the geographic nature of the Department, training must remain decentralized. (Recommendations	A
605	ACAD	Briefing videos should be made with an analysis of an officer involved death so the field can learn from it. No current trend information has come out in years. Make a recreation of the incident.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerce Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 605, 610, 623, 626, 995, 996, 1094, 1265)	A
608	ACAD	Develop and provide CHP specific Street Survival Training.	Advanced Officer Safety Training provides CHP specific scenarios/training.	A

609	ACAD	Requirement for all uniformed personnel to participate in yearly enhanced FOTS Training.	Not mandatory - all Divisions have a FOTS truck for Area use. The Academy recommends this be referred to the Departmental Occupational Safety Board as a possible change in policy. Divisions have the equipment to implement this voluntarily. (Recommendations 609, 928, 986)	A
610	ACAD	Develop video reenactment of officer involved critical incidents.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerce Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 605, 610, 623, 626, 995, 996, 1094, 1265)	A
611	ACAD	Set aside training funds for attendance to Advanced Officer Safety courses.	Currently, there are 48 Advance Officer Safety Training classes offered per year. The average attendance has been approximately ten officers per class. Each class is allocated 16 training slots; however, on average six training slots per class have gone unfilled.	A
612	ACAD	Improve current training videos to be more realistic, up to date and interactive.	The Academy's Enforcement Tactics Unit is currently developing the "Will to Survive" and "Significant Incident" training videos. The "Commerce Shooting" video has been completed and the "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. In addition the Commission on Peace Officer Standards and Training (POST) sends out monthly videos/DVDs on case law updates and police training topics. All Divisions receive these DVDs directly from POST. They are current and well made. (Recommendations	A
613	ACF	Assign Division coordinators to ensure Areas are conducting meaningful and worthwhile training.		A
614	ACAD	Conduct quarterly Division audits of Area OST and Training programs.	Decentralized training was audited statewide in 2006.	A
615	ACAD	Review mandated POST training requirements to free up Training Days for more officer safety training.	Peace Officer Standards and Training (POST) requirements are reviewed by the Academy POST Unit. Although the training is mandated and required to be taught, Academy staff participates in working groups in an attempt to influence decisions. (Recommendations 615 and	A
616	ACAD	Require riding motor sergeants to obtain CMTO status within two years of riding as a sergeant. Motor sergeants are selected strictly on their ability to motivate. Leadership through example will have a direct correlation to unit safety, motivation, and accountability.	Academy Motor Training Unit is working on the development of a supervisors CMTO class. The Academy anticipates hosting its first class in the first quarter of 2008 or earlier. (Recommendations 616 and 1376)	A
618	ACAD	Additional training for officers to try to limit exposure time during enforcement stops and accident scenes.	The Academy addresses limiting exposure time during cadet training and reinstatement training. Specifically, exposure time during enforcement stops and accident scenes is taught in learning Domain 21, HPM 70.6, Officer Safety Manual, Chapter 15 and learning Domain 22, HPM 70.6, Officer Safety Manual, Chapter 3 and 4. This topic is clearly addressed in our lectures to the	A
619	ACF	Managers assigned to field related duties should be required to maintain the same proficiency in all aspects of OST to the same level as the officers and sergeants.		A

621	ACAD	During each Area Training Day, a short block of time will be included which is devoted to: 1.) Maintaining an awareness regarding approaching traffic, and 2.) Maintaining a position and profile that gives the best margin of safety during an encounter.	Training video currently available, "Your Vest Won't Stop This Bullet." (Recommendations 621, 628, 998)	A
623	ACAD	Updated and current training videos of reenactments of shootings and other officer safety incidents.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerce Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 605, 610, 623, 626, 995, 996, 1094, 1265)	A
624	ACAD	Allow officers the opportunities to seek out service training opportunities that will broaden their minds and increase their views of the overall picture. The officers are of the opinion our training philosophies and methods are inbred.	Due to the out-sourcing of the budget process in Fiscal Year 05/06. Divisions now have access to the line item budgets that dictate how out-service training monies will be expended. Therefore, training opportunities should be present for all employees that request training to enhance their job performance. These training opportunities are limited of course to available funding. (Recommendations 599, 624, 1204, 1367)	A
625	ACAD	Make Advanced Officer Safety Training mandatory.	Forty Advanced Officer Safety Training classes are offered throughout the year. Class size is limited to 16 per class. In 2006, the number of officers that attended the Advanced Training Officer Safety Training (AOST) classes was 607. (Recommendations 625, 929, 961, 1366, and	A
626	ACAD	Use reenactments and videos of critical incidents for training purposes.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerce Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 605, 610, 623, 626, 995, 996, 1094, 1265)	A
627	ACAD	Provide extensive training on crimes other than VC. Trends, gangs, drugs, probation/parole issues. There is a concern that most officers have no idea about what the issues are surrounding probation and parole and are therefore vulnerable when dealing with suspects.	All of the types of training that are listed are currently provided in Officers' Forum. In addition, the Field Training and Evaluation Program is preparing an issue paper addressing changes to the current Officers' Forum curriculum and duplicate training issues. (Recommendations 627 and 997)	A
628	ACAD	Re-emphasize right hand approaches.	Training video currently available, "Your Vest Won't Stop This Bullet." (Recommendations 621, 628, 998)	A
629	ACF	Emphasize Officer back-up for storages, arrests etc.		A
630	ACAD	Train on combating complacency	Mindset is part of the current Advanced Officer Safety Training (AOST) curriculum. (Recommendations 630 and 1381)	A
631	ACAD	PMA/OST certifications quarterly, including scenario based training.	PMA/OST certifications quarterly is not necessary. Scenario based training is available. Advanced Officer Safety Training and Forced Option Training Simulator is available to all Areas. (Recommendations 631 and 1382)	A
632	ACAD	Train with SIMS Department-wide.		A
633	ACAD	Require refresher training after limited duty, administrative positions and military leave.	This is currently in place and conducted quarterly at the Academy, effective June 2007 for anyone off for 12 months to two years. Called "refresher training." Employees off less than one year are re-trained and recertified at their currently assigned command. (Recommendations 633	A
634	PAD	10-30 radio traffic eliminated		A

637	ASD/ACAD	Re-evaluate the use of warning lights on traffic stops. Should they be left on during traffic stops? Has anyone seriously evaluated the negative aspects? Do they really attract drunk drivers?	This recommendation was referred to PAD for analysis. (08/03/2007) No changes. FOS will assist in the specification, procurement and installation of any light system identified.	A
637		Re-evaluate the use of warning lights on traffic stops. Should they be left on during traffic stops? Has anyone seriously evaluated the negative aspects? Do they really attract drunk drivers?		A
640	ACAD	Less than lethal options need to be evaluated more quickly. The Department takes too long to review/approve technology that other law enforcement agencies have used for years.	Taser/Less Lethal Weapons: Conductive energy weapon systems have been issued to all field Divisions and all training is scheduled to be completed by April 2008.	A
644	ACAD	Departmental wide use of TASERS.	Taser/Less Lethal Weapons: Conductive energy weapon systems have been issued to all field Divisions and all training is scheduled to be completed by April 2008.	A
647	ASD	Install a steel plate at the rear of patrol vehicles	Completed	A
647		Install a steel plate at the rear of patrol vehicles that would deflect a vehicle strike.		A
649	ASD	Put the old dash mounted writing pads back in	See item number 11.	A
649		Put the old dash mounted writing pads back in the vehicles.		A
650	PAD	Require or at least provide reflectorized vests to be worn at accident scenes, laying flares, etc.	Effective November 28, 2008, the Federal Highway Administration will require all law enforcement officers to utilize specified high-visibility safety apparel when directing traffic, investigating collisions, handling lane closures, clearing obstructed roadways, and dealing with disasters within the right-of-way of a federal-aid highway regardless of time of day, or weather conditions. The required outerwear must at minimum meet ANSI 2 level standards, which are brightly colored with reflective material. The Department is exploring the options available in meeting this requirement. Information will be presented to Executive Management by the end of January 2007. An issue paper has been forwarded to Assistant Commissioner, Staff for review. This item has been combined with recommendations 650, 1004, and 1321 as they are	A
650		Require or at least provide reflectorized vests to be worn at accident scenes, laying flares, etc.		A
652	ESD	Install license plate readers in each patrol unit.	CLOSED. FSS is currently completing a Feasibility Study Report (FSR) which upon approval will allow the Department purchase additional license plate readers. This recommendation is the same as recommendations #26, #54, #654, #696, #1006, #1077 and #1081.	A

653	ESD	Use unmarked pickup trucks for MREs.	CLOSED. Currently there are no unmarked MRE vehicles being used by the Department. The Department does utilize Specially Marked Patrol Vehicles for enforcement of law pertaining to commercial vehicles; however, the Department is researching the use of different combinations of colors on patrol vehicles. This recommendation is the same as recommendation #1007.	A
660	ESD	More K-9's, especially in rural areas.	ON-GOING. Still pending consideration by Executive Management. This recommendation is the same as recommendations #434 and #1057.	A
661	ASD/IMD(FLOPS)	Strobe or LED lighting mounted to push bumpers for better side visibility (Code 3 intersection type driving).	See item number 354	A
661		Strobe or LED lighting mounted to push bumpers for better side visibility (Code 3 intersection type driving).		A
662	PMD	Expectations of officers are higher relating to activity, more job responsibilities, etc.; however, without adequate staffing levels this creates officer safety issues.	The Department has been approved for 240 additional officers. The Commissioner's "Pursue Your Future" Recruitment Tour of all eight field Divisions was completed in December to heighten recruitment efforts for the cadet classification.	A
666	ACAD	Require motorcycles to be parked at the office.	Motorcycle audit reviewed and addressed, no changes to current policy. (Recommendations 665, 666, 685, 705, 1061, 1273, 1311)	A
667	PMD	Increase recruiting, develop faster hiring process.	SSS has developed a new limited-term Staff Services Manager I position to analyze the current cadet hiring process and to develop solutions to streamline the process. Additionally, there is currently a task force looking into various methods of changing the test protocols which might accomplish the goal of decreasing the overall time it takes to hire cadet applicants.	A
667		Increase recruiting, develop faster hiring process		A
669	PAD	Use of non-uniform staff for some special duty positions like, evidence, FSP, Backgrounds, School bus etc.	This item has been combined with recommendations 178, 181, 373, 669, and 850 as they are duplicates.	A
669	PMD	Use of nonuniformed staff for some special duty positions like evidence, FSP, backgrounds, school bus, etc.	With the approval of Executive Management, special duty positions may be performed by nonuniformed staff provided an appropriate classification can be determined. Some special duty positions may require peace officer status, in which case nonuniformed staff could not be	A
669		Use of non-uniform staff for some special duty positions like, evidence, FSP, Backgrounds, School bus etc.		A
675	ESD	More frequent use of SMPVs for speed and 23103 enforcement. We're either serious about enforcing the laws or we're not. Other states use these tools successfully to make the highways safer for both the motorists and the officers.	CLOSED. Recommendation to use SMPVs for non-commercial enforcement has been transferred to Research and Planning Section.	A
678		Train the public about aggressive driving and the severe consequences. Make it a shocking training. The public has the perception that nothing will happen to them and everything is alright. We need to shock them.		A

681		Headquarters campaign with PSA's indicating what the lights of an emergency vehicle mean, such as the directional lights.		A
684	ACAD	When an officer calls in a stop, the closest officer responds and provides backup and watches traffic. Would require more officers and would result in a drop in enforcement as officers would spend more time backing up other units.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320, 1327)	A
684	ESD	When an officer calls in a stop, the closest officer responds and provides backup and watches traffic. Would require more officers and would result in a drop in enforcement as officers would spend more time backing up other units.	CLOSED.	A
686		Increase public awareness campaigns for motorists to slow down when approaching construction or enforcement activity on the highways.		A
688		Have units take TCs off freeway.		A
689	ESD	Reconsider criteria necessary for detailed diagramming. Use digital photography in place of factual diagrams, except fatal/11-80s. Diagrams are rarely used in court, and technology exists to create a diagram from digital photos if necessary and prevents	CLOSED. Adopting this recommendation would drastically reduce the quality of collision investigations conducted and result in a decrease in the quality of service provided to the public. This recommendation is the same as #1066.	A
691	ACAD	We need to have better back-up on Driving Under the Influence stops, especially with solo officers.	There is no current policy that prohibits officers from calling for back-up, this is a command level decision. Particular concerns in an Area should be addressed through the Area's occupational Safety Committee. Enforcement Tactics does not recommend any changes to policy. (Recommendations 691, 734, 1293, 1323)	A
696		Have the media ride with us more often to realize the dangers and problems we face. The media can help get the message out to pull to the right when they see red lights, and to pull off the freeway if possible.		A
697	ACAD	Change or add to HPM 70.6 - recommend to personnel not to conduct double or triple enforcement stops.	Policy already in place. Refer to HPM 70.6, Officer Safety Manual, Chapter 13, page 13-8 (12).	A

698		We need to revisit officer safety techniques, such as requiring officers to stand outside their patrol cars on enforcement stops. We need to realize that there may be occasions when it is safer to be inside the patrol car than outside. Could officers be		A
700	PAD	Regarding officers being struck while on stops on freeway shoulders, many years ago the Department implemented policy directing that patrol car rear warning lights be turned off while stopped on shoulder. Has a review of our collisions of this type been computed.	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP Policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exists. (For recommendations 1, 301, 393,427,487,700,733,928, 1299)	A
707		The importance of having our managers, supervisors, and training personnel lead by example.		A
710	ACAD	Motors working after 2000 hours.	Motorcycle audit reviewed and addressed, Area commanders decision based on operational needs of Area. (Recommendations 710, 894)	A
712	ACAD	Don't issue citations from the V of the door. Write them back by the trunk. This gives better visibility down the road and puts more distance between the officer and the violator.	This recommendation puts the officer further away from shotgun, rifle, and car radio in bad reception areas. In addition, this topic is already included and taught within the Advanced Officer Safety Training class.	A
716		Review the study that examined patrol vehicle placement on traffic stops in relation to the suspect vehicle in case of struck patrol vehicle. May need to increase distance or have different placement to ensure the patrol vehicle isn't pushed into officer		A
717		Stress the importance of going 10-98 from a stop. Many officers fail to do so.		A
718	ACAD	Dispatchers need to monitor Channel 2 traffic. Officers may use Channel 2 by mistake.		A
720	ACAD	Change policies regarding vehicle approaches; hand on gun, take out gun place behind the leg, take gun half-way out, high risk stops.	Specific for #719, 720, 1071 - The department's control holds are based on the martial art of Aikido. Aikido has been used as a form of self-defense for hundreds of years. The Academy has looked at other control hold techniques which have to do with smaller joint manipulation; however, these techniques have a higher propensity for injuries to the suspect. The Academy will continue to explore any other type of handcuffing techniques which may be potentially superior	A
721	ACAD	Requirement to remove all traffic stops from the freeway and onto surface streets.	Choosing a safe location is addressed in HPM 70.6, Officer Safety Manual, Chapter 3. (Recommendations 680, 721, 731, 736, 741, 1072, 1075, 1287, 1297, 1317)	A

722	PMD	Suggest staffing all shifts with two officers per patrol unit, as in larger municipalities (LAPD, LASO, etc.) (See Staffing)	The Department has been approved for 240 additional officers. The Commissioner's "Pursue Your Future" Recruitment Tour of all eight field Divisions was completed in December to heighten recruitment efforts for the cadet classification.	A
724		Perceived "push" by some personnel for increased activity in more urban offices to attain desired contact goals with less regard for officer safety. Recommend review of targeted goals and methods used to attain them.		A
728		MDCs State Wide.		A
730	ESD	The topic of extended exposure time during tow operations was brought forth. Numerous examples were brought forth with the related concerns. A conversation then ensued regarding ways to clear the roadway in an expeditious manner by pushing, towing, pulling.	CLOSED. Currently, on scene officer(s) may request a specific tow company with the necessary resources to clear a hazard as expeditiously as possible. The principles of Operation CLEAR (Clearing Lanes Efficiently and Rapidly), which is utilized in major metropolitan Areas, are applied at the scene of traffic accidents/incidents by pushing, towing, or pulling damaged vehicles out of the roadway by patrol car or tow truck. The Tow Service Agreement allows for the immediate response of two heavy duty tow trucks to any incident involving large commercial vehicles. All of these reduce the exposure time officers experience at the scene of a traffic accident/incident.	A
731	ACAD	Take all stops off of the freeway.	Choosing a safe location is addressed in HPM 70.6, Officer Safety Manual, Chapter 3. (Recommendations 680, 721, 731, 736, 741, 1072, 1075, 1287, 1297, 1317)	A
732		Look at similar incidents occurring to allied agencies, and see what, if anything, they are now doing differently		A
733	ACAD	Review long standing tactics like turning off the rear deck lights when making stops on the freeway. Traffic patterns and volumes have changed over the years. Are our officers getting hit on the freeway shoulder when they do not have their rear lights on?	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exist. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A
733	PAD	Review long-standing tactics like turning off the rear deck lights when making stops on the freeway. Traffic patterns and volumes have changed over the years. Are our officers getting hit on the freeway shoulder when they do not have their rear lights on?	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP Policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exists. (For recommendations 1, 301, 393,427,487,700,733,928, 1299)	A

733		Review long-standing tactics like turning off the rear deck lights when making stops on the freeway. Traffic patterns and volumes have changed over the years. Are our officers getting hit on the freeway shoulder when they do not have their rear lights on?		A
734	ACAD	We should use the practice of other agencies by rolling an additional unit for any DUI stop or in-custody situation.	There is no current policy that prohibits officers from calling for back-up, this is a command level decision. Particular concerns in an Area should be addressed through the Area's occupational Safety Committee. Enforcement Tactics does not recommend any changes to policy. (Recommendations 691, 734, 1293, 1323)	A
736	ACAD	Review policy on where traffic stops on freeways should be made. Possibly have Cal-trans create wide shoulder safety areas, similar to the AIS location on the I-10 at Robertson. The designs of our freeways are not safe for enforcement stops.	Choosing a safe location is addressed in HPM 70.6, Officer Safety Manual, Chapter 3. (Recommendations 680, 721, 731, 736, 741, 1072, 1075, 1287, 1297, 1317)	A
737	ACAD	Review policy on removing weapons from holster during high risk stops. Perhaps we should look at all stops are high risk during the hours of darkness. Officers felt they could more quickly respond to the threat of a weapon if they had their guns out of their holsters.	Specific for #719, 720, 1071 - The department's control holds are based on the martial art of Aikido. Aikido has been used as a form of self-defense for hundreds of years. The Academy has looked at other control hold techniques which have to do with smaller joint manipulation; however, these techniques have a higher propensity for injuries to the suspect. The Academy will continue to explore any other type of handcuffing techniques which may be potentially superior than what we currently use.	A
738	ACAD	Re-emphasize moving traffic stops (collisions) off the freeway.	The need to clear roadways and move collisions off of the freeway is covered during numerous learning domains during Cadet training. Discussion of unsafe locations specific to individual Areas is discussed during field training and Area orientation. In addition, in-service, Comm-nets, and other departmental communications also emphasize this need.	A
738		Re-emphasize moving traffic stops (collisions) off the freeway.		A
740	ACAD	Allow flashlight to be used as optional force weapon (= baton).	The Academy will review of HPM 70.6, Officer Safety Manual policy and provide recommendation in first quarter 2009.	A
741	ACAD	Stops should be made off the freeway.	Choosing a safe location is addressed in HPM 70.6, Officer Safety Manual, Chapter 3. (Recommendations 680, 721, 731, 736, 741, 1072, 1075, 1287, 1297, 1317)	A
745	ACAD	No solo officers on C-shift.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320,	A
747	ACAD	Two units mandatory at all impounds.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320,	A
750	ACAD	Instill a "combat mentality" in all officers.	Current policy states, "observe and follow occupant's hand movement" - hands kill. A violator's hands are not visible in the rear view mirror. (Recommendations 898, 901, 1038, 1242)	A
750		Instill a "combat mentality" in all officers		A

751	ACAD	Instill beat accountability in all Officers.	The recommendation can be accomplished at the command/Area level. (Recommendations 751, 840)	A
751		Instill beat accountability in all Officers		A
752	ACAD	Focus less on activity and more on Officer Safety.	Enforcement activity is part of the Department's Strategic Plan to prevent the loss of life, injuries, and property damage. The goal of the Strategic plan is to minimize the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, and engineering. In addition, the plan is intended to enforce the provisions of the California Vehicle Code and other laws to prevent crime. (Recommendations 752, 803, 835, 1205, 1198, 1277,	A
752		Focus less on activity and more on Officer Safety		A
753	ACAD	Run more active range days and more often.	Alternate courses of fire is part of current training for range officers. Range officers are highly encouraged to conduct alternate courses of fire. (recommendations 518 and 753)	A
753		Run more active range days and more often		A
763	ASD/IMD	PA systems are worthless in trying to direct people off the freeway. You can barely hear yourself, even at full volume (this was the second most frequently voiced concern).	(08/03/2007) No changes. FOS will install any new system identified by Telecommunications Section.	A
764	PAD	Whatever happened to the automated citation devices? Why don't we have those? The less time we're standing on the freeway, the less likely we are to get hit.	Closed. This item has been combined with recommendations 529, 569, 764, 942, and 1175 as they are duplicates.	A
765		If we have disproved the ACLU claims, then we should discontinue the use of 415d/202d's at the end of the consent decree period. If we must continue, those processes must be automated (i.e. Palm devices) along with the 415 process to make it easier to co	Completed. Effective June 2, 2006, the Department successfully fulfilled the terms and conditions set forth in the Curtis Rodriguez v. CHP lawsuit settlement agreement. The settlement agreement was reached after months of negotiations and the ACLU claims were neither proven nor disproven as the case did not proceed to trial. Information Management Division (IMD) and Planning and Analysis Division (PAD) meanwhile are jointly developing an automated 415 which will capture the information currently gathered by the CHP 415D form, making the CHP 415D unnecessary. The Office of Risk Management (ORM) has no direct responsibility in this process. Completion of the CHP 202D form and policy applicable to consent searches is currently being provided by Enforcement Services Division (ESD) to the field. Completed. Effective June 2, 2006, the Department successfully fulfilled the terms and conditions set forth in the Curtis Rodriguez v. CHP lawsuit settlement agreement. The settlement agreement was reached after months of	A
766	ASD/PAD	If we had video cameras, we could even stop doing 415D's (June 6th) and just let the ACLU review any video tapes they want. It would be obvious that 98% of the time the officer isn't sure who or what he/she stopped until he/she walks up to the window.	(08/03/2007) No changes. FOS will install any new video system identified and procured by PAD.	A

767	PAD, ESD	Increase the number of license plates readers (LPR) – maybe standard for every patrol car. That way you always know instantly if the car you're about to pull over is wanted.	(08/03/2007) No changes. FOS will install any new LPR system identified and procured by PAD or ESD.	A
769	ASD/PAD	Make more use of Visteon systems, or more use of voice-activated equipment. Visteon is good equipment.	(08/03/2007) No changes. The CHP and the DGS Procurement Division have completed a joint specification. A working group is currently evaluating information provided by numerous manufacturers prior to completing a bid solicitation.	A
770	ASD/PAD/ ACS	Implement badges encoded with identification number and law enforcement number specific to the division, making it possible to instantly identify the location of any officer.	(08/03/2007) No changes. FOS will install any new monitoring system identified and procured by PAD.	A
771	ASD/IMD	Improved technology. Making Cal Photo available in each of the patrol cars. Officers can know exactly who they are dealing with on their contracts. Allied agencies have this technology. Why don't we?	(08/03/2007) No changes. FOS will install any new system identified and procured by IMD.	A
771		Improved technology. Making Cal Photo available in each of the patrol cars. Officers can know exactly who they are dealing with on their contacts. Allied agencies have this technology. Why don't we?		A
774	ASD/PAD	Install GPS technology in all CHP vehicles.	(08/03/2007) No changes. FOS will install any new system identified and procured by IMD.	A
774		Install GPS technology in all CHP vehicles.		A
775	ASD/PAD	Lidar alarm system to warn officers on traffic approaching from the rear on the shoulder.	(08/03/2007) No changes. FOS will install any new system identified and procured by PAD.	A
775	PAD	Lidar alarm system to warn officers on traffic approaching from the rear on the shoulder.	Closed. This item has been combined with recommendations 203, 250, 544, 553, 775, 1228, 1240, and 1340 as they are duplicates.	A
775		Lidar alarm system to warn officers on traffic approaching from the rear on the shoulder.		A
776	ASD/IMD	The Department should place global position devices (GPS) in patrol to know where units are at all times.	See item number 774.	A
776		The Department should place global positioning devices (GPS) in patrol to know where units are at all times.		A

777	ACAL	Defibrillators in each patrol car.	Automated External Defibrillators (AED) are in the following Area offices: Placerville Area - 4 AEDs (grant funded), King City -6 AEDs (funded by Monterey County EMSA) Judicial Protection statewide - 37 (funded by courts), Governors Protection Detail (Department funding), Mobile Field Force -1 (Department funding) Funding would need to be identified if further purchases are desired for patrol vehicles, Areas, and headquarters offices. (Recommendations 320, 777)	A
778	ASD/IMD	More Mobile Digital Computers (MDCs)	(08/03/2007) No changes. FOS will install any new system identified and procured by IMD.	A
778		More Mobile Digital Computers (MDCs)		A
779	ACAD	The Department takes too long to test tools that have already been tested and proven effective by other agencies accross the country for years. For example: Tasers.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
780	ASD	Rear amber warning lights in the patrol car trucks. When officers have trunks open getting cones, flares, the warning lights are covered up and cannot be seen by approaching vehicles.	See item number 14.	A
780		Rear amber warning lights in the patrol car trunks. When officers have trunks open getting cones, flares, the warning lights are covered up and cannot be seen by approaching vehicles.		A
781	ACAD	Purchase safety holsters for all officers.	Specific for #781, 1008 - A Comm-Net was released on May 14, 2007, listing approved holsters. Requests to evaluate holsters not on the list will be forwarded to the Academy Weapons Training Unit for review and testing. The approved holster list is updated annually.	A
784	ACAD	Purchase and equip all uniformed personnel with Tasers.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
785		Purchase and install, leg wrap restraint system for combative prisoners.		A
786	ASD/ACD	Install a trunk warning light system (Lights mounted to inside of trunk lid that activate when trunk opens.	See item number 14.	A
786		Install a trunk warning light system. (Lights mounted to inside of trunk lid that activate when trunk opens.		A
787		Install strobe lights in the turn signals of our patrol vehicles.		A

788	ACAD	Tasers for officer safety, another tool to subdue violent subjects.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
792	ASD	Officers discussed the need for cages in all vehicles. This initiated a conversation between numerous employees as to the pros and cons for both sides. At the conclusions the conversation at least caused conversation and concerns on the subject.	See item number 327.	A
793	ACAD	Less-than-Lethal-Weapons. Another tool used by numerous law enforcement agencies nationwide. These weapons have proved largely effective with combative individuals and armed subjects. Their use has led to a decreased number of officer involved shootings.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
795	ACAD	Expand the use of non-lethal weapons, including Tasers and bean bags.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
796	ASD/PAD	Install LED warning lights inside all trunks for visibility.	See item number 14.	A
796		Install LED warning lights inside all trunks for visibility		A
797	ASD/PAD	Expand use of in-Car Cameras	(08/03/2007) No changes. FOS will install any new video system identified and procured by PAD.	A
798	PAD	Implement use of Electronic Flares.	Closed. This item has been combined with recommendations 53 and 798 as they are duplicates.	A
798		Implement use of Electronic Flares.		A
799	ASD/ACF	Purchase for each Area a SUV to be utilized as Mobile Command Post.	(08/03/2007) No changes. FOS will purchase and install needed equipment in any vehicles approved by Executive Management.	A
801	ASD/PAD	Increase reflective writing on rear of patrol vehicles.	See item number 61.	A
801		Increase reflective writing on rear of patrol vehicles		A
802	ASD/PAD	Warning lights inside trunk for when trunk is open like Department SUVs.	See item number 14.	A
802		Warning lights inside trunk for when trunk is open like Dept. SUVs		A

818	ACAD	Examine full-time use of the blue utility uniform. This uniform would be more conducive to climbing over guardrails, and other obstacles to place the officer in a safer location during enforcement contacts. The tan uniform would be retained for formal events.	The full-time use of the blue utility uniform (BDU) was denied at the 2005 Uniform Committee Meeting. However, a proposed expansion of the current policy regarding the wearing of the BDU was subsequently submitted and approved. Chapter 1 of HPM 73.5, Uniform/Grooming and Equipment Standards Manual, now specifies that the wearing of the BDU is allowed, if approved by the Division, during circumstances which would subject the regular work uniform to excessive soiling or damage. (Recommendations 27, 34, 818)	A
820	ACAD	Officers need to learn what battles to engage in. When they recognize a recommended action that is not always best, they should be allowed to modify their actions and not be criticized for failure to strictly follow policy.	Policy already allows for an officer to transition to any weapon or means in order to neutralize a threat. (Recommendations 820 and 1021)	A
824		The additional MEP and extended STAR periods create longer working periods and adds to officer fatigue. Eliminate some of the MEPs that do not apply to all Areas. Winterhaven would gladly exchange Cinco de Mayo for a St. Patrick's MEP. Areas should not		A
825		Timeliness of information reaching the officers in the field. Department's operations are generally aired by the news prior to troops being advised.		A
827	PMD	Incentive for officers who successfully recruit new officers.* This item has been combined with recommendations 891, 1201, and 1236 as they are duplicate.	Incentive for officers who successfully recruit new officers.	A
827		Incentive for officers who successfully recruit new officers.		A
828	ACAD	Need more departmental support when an officer approaches a suspect vehicle with the officer's gun out of holster at their side or unsnapped. Department must trust judgment of officer and not be so concerned with perception.	Training from supervisor to command level incorporates instruction components that promote trust and development of line level staff. Training curriculums will continue to outline the need for open communication and will additionally encourage support where judgement calls are made by officers. (Recommendations 828 and 1023)	A

829		Public Service Announcements (PSA's) advising motorists of the need to move to the right shoulder and stop in a safe location when being stopped by law enforcement. On freeways, when possible exit when being stopped; when involved in 11-82's and cars ar		A
830	OSR	Legislation for "Slow down / move over" laws like many other states, which require motoring public to slow to a specific reduced speed and move to the right when emergency vehicles approach.	Closed. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitjan) created a Move Over/Slow Down law for California. See Section 21809 VC. Information about this law is contained in the New Laws segment of first quarter decentralized training.	A
830		Legislation for "Slow down / move over" laws like many other states, which require motoring public to slow to a specific reduced speed and move to the right when emergency vehicles approach.		A
831	OSR	Pursue the increase of registration fees and dedicate fees for additional staffing.	Closed. The Department receives additional staffing through a Budget Change Proposal (BCP) request. This is a shared responsibility between Administrative Services Division (ASD) and OSR. ASD develops the BCP for increased staff and submits it to the Department of Finance as a part of the Department's budget. Once the Governor has introduced his State Budget, OSR actively advocates the Department's requests with the Legislature. In addition to the officers and public safety dispatchers provided in the 2006-2007 budget, BCPs have been developed to provide 120 more officer positions for the 2007-2008 budget.	A
831		Pursue the increase of registration fees and dedicate fees for additional staffing.		A
832	ESD	Increase the fee for accident reports from \$6 to \$10 and use additional monies for training.	CLOSED. Revisions have been made to HPM 11.1, chapter 4, referencing the change in collision report fees.	A
832		Increase the fee for accident reports from \$6 to \$10 and use additional monies for training.		A
833	ACAD	Addition of a check box for vehicle insurance information (Yes/No) on the CHP 215. Would replace company name and policy number which currently has no benefit to departmental efficiency and increases officer's exposure.	Section 16028(b) of the California Vehicle Code states, "The peace officer shall request and write the driver's evidence of the financial responsibility on the notice to appear, except when the peace officer is unable to write the driver's evidence of financial responsibility on the notice to appear due to an emergency that requires his or her presence elsewhere." As such, the recommended change would require an amendment to current law. (Recommendations 833, 1318)	A

835	ACAD	Management has placed a great amount of emphasis upon increasing enforcement activity "Step it Up". As a result of this demand officer safety has diminished. Officers are in fear of negative comments for not enough tickets.	Enforcement activity is part of the Department's Strategic Plan to prevent the loss of life, injuries, and property damage. The goal of the Strategic plan is to minimize the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, and engineering. In addition, the plan is intended to enforce the provisions of the California Vehicle Code and other laws to prevent crime. (Recommendations 752, 803, 835, 1205, 1198, 1277, 1303)	A
838		We need quicker response times from tow trucks to clear incidents. Our officers spend too much time waiting for tow trucks and it increases their risk of being hit.		A
840	ACAD	More supervisory ride-a-longs.	The recommendation can be accomplished at the command/Area level. (Recommendations 751,	A
840		More supervisory ride-a-longs		A
841	ACAD	Expand use of less Lethal Weapons.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
842	ACAD	Officers feel the Department appears to be overly concerned with political and legal backlash over officer safety, let's think about officer safety first.	Officer Safety is continually stressed during the officer safety certification training process as well as through the Solid Realistic Ongoing Verifiable Training scenarios. (Recommendations 842, 978, 1358)	A
843	MR	PAO presentations highlighting moving to the left when patrol vehicle is on the shoulder. Make this a law in the future.	Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Working on getting the word out to the public.	A
843	OSR	PAO presentations highlighting moving to the left when patrol vehicle is on the shoulder. Make this a law in the future.	Closed. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Information about this law is contained in the New Laws segment of first quarter decentralized training.	A
843		PAO presentations highlighting moving to the left when patrol vehicle is on the shoulder. Make this a law in the future.		A
845	PMD	Regarding recruitment and retention, officers believe the Department needs to come in line with other agencies regarding work shifts (alternate work schedules), technology and equipment to be competitive with the others.	A task force comprised of assistant chiefs has been convened to evaluate the concept of alternate workweeks. Furthermore, the OER advised some Area offices still offer the 9/80 alternate workweek schedule. OER advised the start date of the 3/12 study of 13 Area offices began January 1, 2007. The test duration will be one year.	A
848		Our complaint policy needs to be revamped. Many staff hours are expended on non-verbal discourtesy complaints with exhibits.		A

850	PAD	Positions such as School Bus Coordinator, Car Seat Technician and the like should be assigned to non-uniformed personnel. It makes no sense to have 4 units working and a fifth officer is installing car seats.	This item has been combined with recommendations 178, 181, 373, 669, and 850 as they are duplicates.	A
850		Positions such as School Bus Coordinator, Car Seat Technician and the like should be assigned to non-uniformed personnel. It makes no sense to have 4 units working and a fifth officer is installing car seats.		A
851	ESD	Shorten my paperwork = get me out on the road.	CLOSED. CVS and FSS routinely evaluate documents of which they are the office of primary interest to determine if they can be eliminated or abbreviated. These efforts are geared toward streamlining the documentation process in an effort to provide more time for enforcement duties.	A
851		Shorten my paperwork = get me out on the road.		A
853		What ever happened to trimming the fat (officers and sergeants) at divisions and headquarters. Most or all of the personnel reassigned to the field a couple of years ago, have been taken back. How about taking a closer look at some programs, such as the		A
854	PMD	'We need to expedite the use of retired annuitants so we can get more officers on the road.	The use of retired annuitants by CHP to assist with background investigations has been approved by Executive Management, and field Divisions are in the process of hiring the retired annuitants.	A
854		We need to expedite the use of retired annuitants so we can get more officers on the road.		A
855	PMD	'We need to implement accepting lateral transfers so we can get more highly qualified officers in the field.	This concept was forwarded to Executive Management for consideration, and the Commissioner decided not to move forward on this concept at this time.	A
855		We need to implement accepting lateral transfers so we can get more highly qualified officers in the field.		A
857	PMD	We need to raise the age limit to hire on with the CHP. We lose a lot of qualified military personnel who are too old.	Executive Management recently discussed the issue of maximum age limit and decided not to make any changes to the age limit at this time.	A
857		We need to raise the age limit to hire on with the CHP. We lose a lot of qualified military personnel who are too old.		A

858	PMD	Regarding recruitment and retention, officers believe the Department needs to come in line with other agencies regarding work shifts (alternate work schedules), technology and equipment to be competitive with the others.	A task force comprised of assistant chiefs has been convened to evaluate the concept of alternate workweeks. Furthermore, the OER advised some Area offices still offer the 9/80 alternate workweek schedule. OER advised the start date of the 3/12 study of 13 Area offices began January 1, 2007. The test duration will be one year.	A
858		Regarding recruitment and retention, officers believe the Department needs to come in line with other agencies regarding work shifts (alternate work schedules), technology and equipment to be competitive with the others. The Department also needs to look		A
859	PMD	Suggest staffing all shifts with two officers per patrol unit, as in larger municipalities (LAPD, LASO, etc.) (See Staffing)	The Department has been approved for 240 additional officers. The Commissioner's "Pursue Your Future" Recruitment Tour of all eight field Divisions was completed in December to heighten recruitment efforts for the cadet classification.	A
861	PMD	Use of nonuniformed staff for some special duty positions like evidence, FSP, backgrounds, school bus, etc.	With the approval of Executive Management, special duty positions may be performed by nonuniformed staff provided an appropriate classification can be determined. Some special duty positions may require peace officer status, in which case nonuniformed staff could not be	A
861		Use non-sworn personnel for certain jobs not requiring uniformed personnel		A
864	PMD	Review criteria for disqualifying applicants to ensure the hiring of good candidates.	Automatically disqualifying criteria such as failure to meet the minimum qualifications or drug issues are codified in the State Personnel Board (SPB) rules and regulations. Other disqualifying criteria are based on patterns of behavior inconsistent with the requirements for state employment in SPB Rule 172. SSES' Cadet Hiring Unit regularly review criteria for the selection of qualified candidates and provide information to the field Division background investigators to	A
866		The Department should conduct post-incident analyses with full information (subsequent to the completion of the investigation) so that trends can be identified.		A
870	PAD	Increase the number of multi-agency sobriety check points.	Closed. This item has been combined with recommendations 198 and 870 as they are duplicates.	A
870		Increase the number of multi-agency sobriety check points.		A
874	ASD/IMD/ ESD	Install vehicle locator systems (GPS is currently available in Cingular MDC modems) that are on continuously or activated under certain circumstances (for example, when the red light is activated).	See item number 774.	A

874		Install vehicle locator systems (GPS is currently available in Cingular MDC modems) that are on continuously or activated under certain circumstances (for example, when the red light is activated).		A
876	ASD/PAD/ ESD	Use limited deployment of License Plate Recognition (LPR) technology through the video camera system to run the plate directly ahead of the patrol vehicle when the front red light is activated (instead of the continuous scan of the full LPR system).	See item number 767.	A
878	OSR	Increase Registration fee earmarked for additional staffing for CHP.	Closed. The Department receives additional staffing through a BCP request. This is a shared responsibility between ASD and OSR. ASD develops the BCP for increased staff and submits it to the Department of Finance as a part of the Department's budget. Once the Governor has introduced his State Budget, OSR actively advocates the Department's requests with the Legislature. In addition to the officers and public safety dispatchers provided in the 2006-2007 budget, BCPs have been developed to provide 120 more officer positions for the 2007-2008	A
878		Increase Registration fee earmarked for additional staffing for CHP.		A
880		Increase the amount of "road patrol" time required of an officer to qualify for promotion to sergeant and stress the importance of varied and challenging "road patrol" assignments.		A
881	PMD	We need to raise the age limit to hire on with the CHP. We lose a lot of qualified military personnel who are too old.	Executive Management recently discussed the issue of maximum age limit and decided not to make any changes to the age limit at this time.	A
881		Increase the maximum age for hire to 38 years old to allow for a greater number of retired military to apply. They bring life experience and as well as an appreciation for hard work and the mission of the Department.		A
884	ACAD	The Department should increase its focus on serious crimes and criminals who utilize the highways to prey on citizens.	The mission of the Department is safety, service, and security. Officers are encouraged to take appropriate action on crimes/criminals they encounter.	A
884		The Department should increase its focus on serious crimes and the criminals who utilize the highways to prey on citizens.		A

886	ESD	Increase the use of our warrant service teams.	CLOSED. All Divisions have a minimum of two trained Warrant Service Teams; each team is comprised of one sergeant and six officers. FSS continues to train personnel on an as needed	A
887	ACAD	Require officers to request back-up whenever he/she is justified in searching or impounding a vehicle.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320,	A
888	ACAD	Provide the latest and best safety equipment to the officers. (i.e., mounted video cameras in patrol cars, TASERS assigned to all officers, ballistic proof patrol vehicle doors, ballistic shields for felony stops, etc.)	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
890	ACAD	Maintain the current requirement for two officers per vehicle when working night shifts.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320,	A
891	PMD	Incentive for officers who successfully recruit new officers.* This item has been combined with recommendations 891, 1201, and 1236 as they are duplicate.	Incentive for officers who successfully recruit new officers.	A
891		In an effort to recruit more staffing, Officers are requesting to get 8 hours CTO for each phase the new recruit passes.		A
894	ACAD	Re-evaluate our deployment of motors. We currently deploy motors on A and B watch until 2215 hours. Maybe we should consider making an additional overlap shift for afternoon motors that ends earlier or prohibit motors from working in hours of darkness.	Motorcycle audit reviewed and addressed, Area commanders decision based on operational needs of Area. (Recommendations 710, 894)	A
895		Re-evaluate OT details and hours worked in a day. Consider how much Cozeep, Mazeep, movie details and grant OT we are working. We don't have enough staffing to cover these details. Our officers are working too much OT and are exposed to more risk.		A
896	ACAD	Review all Field Training Officer procedures.	The Field Training Officer program currently meets the Commission on Peace Officer Standards and Training requirements. (Recommendation 896 and 1037)	A
897	ACAD	Don't approach vehicles with tinted windows. Use p/v as cover and instruct the violator to roll down all the windows and/or have the violator walk back to the patrol vehicle.	Practice not feasible for all stops that involve tinted windows. This practice will be evaluated during the review of HPM 70.6, Officer Safety Manual.	A

898	ACAD	Look into violator's rearview mirror to watch them during approach and contact.	Current policy states, "observe and follow occupant's hand movement" - hands kill. A violator's hands are not visible in the rear view mirror. (Recommendations 898, 901, 1038, 1242)	A
899	ACAD	Take your time and pay attention.	The philosophy of time is on our side and to slowly and methodically move is continually discussed and reiterated during enforcement tactics training and officer safety certification. Currently addressed in the Advanced Officer Safety Training course.	A
900	ACAD	Preflight citations to limit time outside a patrol vehicle and give the officer the ability to focus on traffic and the violator.	Many officers already preflight citations to reduce exposure time. However, it should be noted that officers should be cautious of preflighting too many citations and they should only preflight certain information to avoid voiding citations.	A
900		Preflight citations to limit time outside a patrol vehicle and give the officer the ability to focus on traffic and the violator.		A
901	ACAD	Talk to the violator's hands, focus on the chest. Always know where all subjects hands are. When you can't see hands, look at eyes.	Current policy states, "observe and follow occupant's hand movement" - hands kill. A violator's hands are not visible in the rear view mirror. (Recommendations 898, 901, 1038, 1242)	A
902	ACAD	Don't be complacent. Always pre-plan, have a plan for all scenarios and always think, what is the worst that could happen?	Current policy states, "observe and follow occupant's hand movement" - hands kill. A violator's hands are not visible in the rear view mirror. (Recommendations 898, 901, 1038, 1242)	A
903	ACAD	Have a constant mind set. Must be constantly be thinking from start to finish of shift.	Current policy states, "observe and follow occupant's hand movement" - hands kill. A violator's hands are not visible in the rear view mirror. (Recommendations 898, 901, 1038, 1242)	A
904	ACAD	Criminals always have a plan, so should we. We must act instinctively with no time to think. We must practice for all scenarios.	Current policy states, "observe and follow occupant's hand movement" - hands kill. A violator's hands are not visible in the rear view mirror. (Recommendations 898, 901, 1038, 1242)	A
905	ACAD	Officers must set a "professional" tone with command presence at all times, remain alert and be in control.	Professional demeanor is something which is addressed at the Academy from the time employees arrive as cadets. Policy is contained in HPM 70.6, Officer Safety Manual, Chapter 4. In addition, there is an annual use of force review done by the sergeants at training days, and should be covered at that time. (Recommendations 905, 906, 1040, 1041)	A
906	ACAD	Officers shouldn't feel obligated to engage or respond to unnecessary dialog or questions which could cause a distraction.	Professional demeanor is something which is addressed at the Academy from the time employees arrive as cadets. Policy is contained in HPM 70.6, Officer Safety Manual, Chapter 4. In addition, there is an annual use of force review done by the sergeants at training days, and should be covered at that time. (Recommendations 905, 906, 1040, 1041)	A
907	ACAD	Be consistent with officer safety practices, keep yourself separated from the violator, maintain distance and position of advantage and don't provide the opportunity to wrestle.	Currently taught and reinforced by Physical Training, Enforcement Tactics, and Advanced Officer Safety Training. Should also be reinforced at the Area level training days. Revision to HPM 70.6, Officer Safety Manual, will address the additional training required for Division OST officers. (Recommendations 907, 908, 1243)	A
908	ACAD	Officers must act instinctively, must know their equipment, where it is and how to use it without looking for it.	Currently taught and reinforced by Physical Training, Enforcement Tactics, and Advanced Officer Safety Training. Should also be reinforced at the Area level training days. Revision to HPM 70.6, Officer Safety Manual, will address the additional training required for Division OST officers. (Recommendations 907, 908, 1243)	A

909	ACAD	Know your location, your environment, your area and shortest, quickest routes to respond.	Currently in the review process of HPM 70.6, Officer Safety Manual. (Recommendations 909, 910, 911, 912, 914, 926, 947, 973, 1042, 1045, 1055, 1244, 1245, 1353)	A
910	ACAD	Know your limitations.	Currently in the review process of HPM 70.6, Officer Safety Manual. (Recommendations 909, 910, 911, 912, 914, 926, 947, 973, 1042, 1045, 1055, 1244, 1245, 1353)	A
911	ACAD	Pay attention to the radio and try to maintain locations of other units. Know where your beat partners are, how many are working, etc.	Currently in the review process of HPM 70.6, Officer Safety Manual. (Recommendations 909, 910, 911, 912, 914, 926, 947, 973, 1042, 1045, 1055, 1244, 1245, 1353)	A
912	ACAD	Protect your beat partner, attempt to always stop and provide back up on stops, develop team work, discuss "what if's", develop patrol strategies, and always stay on your beat.	Currently in the review process of HPM 70.6, Officer Safety Manual. (Recommendations 909, 910, 911, 912, 914, 926, 947, 973, 1042, 1045, 1055, 1244, 1245, 1353)	A
913	ACAD	Know and have communication with all local allied agencies and available resources.	Allied agencies participate in several departmental Peace Officer Standards and Training certification courses such as RADAR, LIDAR, Motorcycle, Protection of Public Officials.	A
913		Know and have communication with all local allied agencies and available resources.		A
914	ACAD	Contact and Cover. Know it, understand it and know what to do. Establish a safety officer to cover while other employees are focusing on working the scene. Always have two officers at a scene of an impound/storage.	Currently in the review process of HPM 70.6, Officer Safety Manual. (Recommendations 909, 910, 911, 912, 914, 926, 947, 973, 1042, 1045, 1055, 1244, 1245, 1353)	A
915	ACAD	While Driving, keep a high visual horizon, focus on getting there safe not first, be aware and not tolerant of bad driving habits.	Officers receive four hours of driving during Officer's Forum. Each Area is required to conduct four hours of Commentary Driving every two years as part of the Perishable Skills training required by POST. An officer's driving skills should also be evaluated as part of the supervisor's ride-a-long. (Recommendations 337, 915, 916, 959, 1044, 1084)	A
916	ACAD	Conduct daily vehicle safety checks including equipment (shotgun, rifle, radio, lights).	Officers receive four hours of driving during Officer's Forum. Each Area is required to conduct four hours of Commentary Driving every two years as part of the Perishable Skills training required by POST. An officer's driving skills should also be evaluated as part of the supervisor's ride-a-long. (Recommendations 337, 915, 916, 959, 1044, 1084)	A
918	ACAD	Cadet-Ride-Along. Reinstate program.	This program is already in policy.	A
919	ACAD	Obtain a work uniform that is durable, stain resistant, less expensive, comfortable and washable (tan BDU's). Have our current uniforms strictly for administrative positions and formal occasions.	The wash-and-wear uniform test was concluded and the feedback reviewed. A final report summarizing the results of the study was completed by Academy staff and forwarded to Executive Management. The results of the report were presented at the April 2007 Top Management Meeting. The unanimous decision was made to not proceed with the wash-and-wear uniform. (Recommendations 43, 225, 440, 919, 1068, 1177, 1247)	A

920	ACAL	Officer's sacrifice officer safety due to concerns of citizen complaints. Provide training to incorporate police department officer awareness, review current policies and adopt "Ask, Tell, Make" policy.	Officer Safety is continually assessed during the officer safety certification training process as well as through the Solid Realistic ongoing Verifiable Training scenarios.	A
920		Officer's sacrifice officer safety due to concerns of citizen complaints. Provide training to incorporate police department officer awareness, review current policies and adopt "Ask, Tell, Make" policy.		A
922	ACAD	A longer break-in period for new officers, or a mentoring program to shadow new officers.	Break-in period has been recently extended to 55 days. Currently, the Academy's Field Training and Evaluation Unit is considering changing the two 10-day extension periods to one 30-day extension period. This would provide commands with additional time to work with struggling employees. Staff will continue to evaluate for needed changes.	A
924		Institute the 12 hour shift to maximize the available personnel and reduce stress associated with shift work.		A
925		Solicit a slogan from each Area for an ad campaign to educate the public on emergency vehicle procedures. Something similar to the Cal Trans "Give'em a Break" campaign.		A
926	ACAD	Written policy allowing the officers to direct all occupants of a vehicle to place their hands where ever the officer can see them for officer safety and reduce complaints on officer tactics.	Currently in the review process of HPM 70.6, Officer Safety Manual. (Recommendations 909, 910, 911, 912, 914, 926, 947, 973, 1042, 1045, 1055, 1244, 1245, 1353)	A
927	ACAD	Research and prepare updated policy and procedures for tractor/trailer (big-rig) stops, etc. Also include SUV's, 4x4's, and pick-ups with extended cabs.	In policy, HPM 70.6, Officer Safety Manual, Chapter 9, Stopping the violator and controlling enforcement stops. (Recommendations 927 and 1046)	A
928	ACAD	Require the FOTS Truck to be at every Area Office for at least one week per quarter.	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use fo amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exist. (For recommendations 1, 301, 393, 427,	A
928	PAD	Further study and research on emergency lights being maintained on or off during the entire traffic stop. For example, in comparison with Nevada Highway Patrol who leave their lights on during traffic stops.	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP Policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exists. (For recommendations 1, 301, 393,427,487,700,733,928, 1299)	A

928		Require the FOTS Truck to be at every Area office for at least one week per quarter.		A
929	ACAD	Expand AOST to the Division level rather than the Academy only and make the training mandatory for all officers. Include the use of simunition in real-life scenarios.	Forty Advanced Officer Safety Training classes are offered throughout the year. Class size is limited to 16 per class. In 2006, the number of officers that attended the Advanced Training Officer Safety Training (AOST) classes was 607. (Recommendations 625, 929, 961, 1366, and 1380)	A
934	ASD/IMD	Patrol vehicle equipment such as video cameras, global positioning systems and mobile digital computers should be installed and could enhance officer safety.	See item numbers 767 and 774.	A
935	ESD	Exposure time at collision scenes could be decreased by allowing the short format, 11-82, report.	CLOSED. A pilot program designed to test the effectiveness of using the CHP 555-03 in lieu of the standard property damage format was conducted in 2005. It was determined the use of the short format 11-82 report was not feasible. However, policy changes were made to provide commanders with the authority to allow reporting complaint of pain collisions in the 11-82 report format. This recommendation is the same as #389, #492, #1048, #1063 and #1308.	A
935		Exposure time at collision scenes could be decreased by allowing the short format, 11-82, report.		A
937	ACAD	FTO program has under experienced officers and command restrictions on dismissing unqualified officers.	Currently officers are required to have a minimum of one year patrol experience to be a Field Training Officer. Because of some officers being more junior than others, it would be impossible to change this policy. Additionally, these officers require a recommendation from their supervisor. This gives the Area the discretion to appoint more senior officers if staffing allows.	A
937		FTO program has under experienced officers and command restrictions on dismissing unqualified officers.		A
938	ACAD	Get rid of "no fail policies" at the Academy.	Currently, the Commission on Peace Officer Standards and Training (POST) requires a cadet to be rejected from training if they fail an initial examination and one remedial examination from the POST certified course. (Recommendations 938 and 1053)	A
939	ACAD	Have more experienced officers at the Academy.	Academy seniority ranges from 3 - 26 years. Senior officers are encouraged to apply for all positions. (Recommendations 939 and 1053)	A
940	ACAD	Hold the uniformed administration staff to the same training standards as uniformed patrol officers (i.e., shooting, driving, etc)	Currently, all officers must attend and meet all requirements of Decentralized Training. However, there is an exception for firearm required shoots for personnel in administrative positions. The possibility of having personnel in administrative positions attend all twelve required shoots will be explored.	A
940		Hold the uniformed administration staff to the same training standards as uniformed patrol officers (i.e., shooting, driving, etc.).		A
941	ACAD	Low bid, out dated weapon with high failure rate.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A

942	PAD	Purchasing and wearing reflective vests during non-enforcement activities such as traffic control.	This item has been combined with recommendations 529, 569, 764, 942, and 1175 as they are duplicates.	A
942		Purchasing and wearing reflective vests during non-enforcement activities such as traffic control.		A
944	ASD	Most officers, with the exception of larger or taller ones, feel all patrol vehicles should have cages, plastic rear seats and Plexiglas. This would provide officer safety, easy clean up and additional support for roll-over collisions.	See item number 327.	A
945	ACAD	The Department needs to start looking at fresh ideas that are out in the industry such as seminars which update tactics and ideas.	The Department is open to new ideas and technologies. (Recommendations 329 and 945)	A
945		The Department needs to start looking at fresh ideas that are out in the industry such as seminars with updated tactics and ideas.		A
946	ASD/IMD	Install digital recorders in the patrol vehicles for officers to use to read out a license plate of a vehicle, description, number of occupants, etc., if the stop is not called in.	(08/03/2007) No changes. FOS will install any new system identified and procured by PAD and IMD.	A
947	ACAD	More positive reinforcement to take more time to evaluate the stop/contact, keeping officer safety in mind. The push for officers is on more activity.	Specific to #947 & 1055 - Starting in 2006, all uniformed personnel were issued a California Peace Officer's Legal Sourcebook annually. Officers must draw from their training and take necessary steps to ensure their primary concern is their own safety.	A
948		There is no critical incident de-briefing for spouses and children of officers. Family members need support groups also.		A
950		The Department should invest in technology the would sense a vehicle coming up from behind a parked patrol unit at a high rate of speed and alert the officer.		A
951	ASD/PAD/ESD	Install License Plate Reader (LPR) technology in all patrol vehicles.	See item number 767.	A

952	ASD/IMD	Radios. The radio system is by far inadequate. We know there is a 5 year replacement plan, however, the common thought among the officers was, "Is this radio system going to be obsolete by the time it is fully implemented?" It seems the new MDC modems	(08/03/2007) No changes. FCS will install any new system identified by Telecommunications Section.	A
952		Radios. The radio system is by far inadequate. We know there is a 5 year replacement plan, however, the common thought among the officers was, "Is this radio system going to be obsolete by the time it is fully implemented?" It seems the new MDC modems		A
953	ASD/IMD	Place GPS in units for tracking	See item number 774.	A
953		Place GPS in units for tracking		A
956		Vehicle stability control on all patrol vehicles	See item number 570.	A
956		Vehicle stability control on all patrol vehicles		A
959	ACAD	More defensive, high-speed driving and skid pan driving.	Officers receive four hours of driving during Officer's Forum. Each Area is required to conduct four hours of Commentary Driving every two years as part of the Perishable Skills training required by POST. An officer's driving skills should also be evaluated as part of the supervisor's ride-a-long. (Recommendations 337, 915, 916, 959, 1044, 1084)	A
960	PAD	Training for Cal Trans so they know what to do when they respond to assist CHP.	This item has been combined with recommendation 597 as they are duplicates.	A
960		Training for Cal Trans so they know what to do when they respond to assist CHP.		A
961	ACAD	More FOTS and Advanced Officer Safety Training	Forty Advanced Officer Safety Training classes are offered throughout the year. Class size is limited to 16 per class. In 2006, the number of officers that attended the Advanced Training Officer Safety Training (AOST) classes was 607. (Recommendations 625, 929, 961, 1366, and	A
963		Provide more funding for simunition training so scenarios are more realistic.		A
964	ACAD	Have a stand-alone training staff at the Division level that does all the training in the Areas. This will standardize training and free up the Area training officer position.	Since the creation of the Academy and Clark Training Center Advanced Officer Safety Training program, Divisions no longer conduct Enhanced Officer Safety Training classes. This is to ensure consistent training through approved lesson plans. The proposed revisions to HPM 70.6, Officer Safety Manual will address training at the Division and Area levels. (Recommendations 600 and 964)	A
965	PMD	Extend the amount of time an officer spends on the road before they are eligible for an administrative or special duty job.	PMD, upon approval of ACF, will ensure that all officers are eligible for administrative or special duty transfer.	A

965		Extend the amount of time an officer spends on the road before they are eligible for an admin or special duty job.		A
966		Train non uniformed personnel to assist with CHP 215s, storages, traffic control, etc. in order to free up officers to conduct other duties.		A
967	ACAD	Uniformed employees were very complimentary of the Border Division EOST program and felt that it placed officers in a much better frame of mind, and enhanced training to better survive the ultimate challenge. Most felt the program should be adopted state	Advanced Officer Safety Training (AOST) is statewide. Border and Golden Gate Divisions both had input into the current AOST course curriculum. (Recommendations 581 and 967)	A
967		Uniformed employees were very complimentary of the Border Division EOST program and felt that it placed officers in a much better frame of mind, and enhanced training to better survive the ultimate challenge. Most felt the program should be adopted state		A
968	ACAD	EOST. Most training based on a shooting type of scenario. Perhaps we should address the traffic aspects of our officer safety.	Advanced Officer Safety Training scenarios developed from a variety of officer involved incidents.	A
969	ESD	MRE/Commercial enforcement. There is NO training ever given on how to make an approach on a commercial vehicle. There are several inherent officer safety concerns when enforcing commercial regulations. Whenever you walk up on a commercial truck, you can	CLOSED. Currently, all officers are required to adhere to HPM 70.6, Officer Safety Manual, regardless of classification. (MRE, motor officer, SMPV) HPM 70.6, Officer Safety Manual, Chapter 3 addressed the approach to a violator's vehicle regardless of vehicle type. Commercial vehicle enforcement personnel receive additional training on safety considerations when enforcing commercial regulations. CVS recommends Safety Recommendation #969 be forwarded to the Academy Enforcement Tactics Unit for further review to determine the feasibility of augmenting current academic curriculum to include additional commercial vehicle safety training for cadets and/or all uniformed personnel. ESD will coordinate transferring this	A
969		MRE/Commercial enforcement. There is NO training ever given on how to make an approach on a commercial vehicle. There are several inherent officer safety concerns when enforcing commercial regulations. Whenever you walk up on a commercial truck, you can		A

970	ACAD	Change the focus of training to survival type scenarios/instruction. Officers are in agreement they do not get enough of this.	This topic is covered in the Advanced Officer Safety Training class. (Recommendations 970, 971, 1087)	A
971	ACAD	There needs to be more effective OST. One person stated, "I don't need to know how to kick box. I don't get paid enough to box and I am not going to box with anyone. I just want to know how to save my life."	This topic is covered in the Advanced Officer Safety Training class. (Recommendations 970, 971, 1087)	A
972	ACAD	There was a lot of discussion regarding whether our PMA/OST training and tactics are teaching the right stuff. The overwhelming majority believe our training policies are sufficient, however, many officers get lax and take shortcuts, i.e.: left side approach.	Tactics: A review/revision of the statewide Officer Safety Training program and HPM 70.6 is being conducted by the Academy Tactical Training Program. The review/revision was completed on December 31, 2006. (Recommendations 972 and 1088)	A
973	ACAD	Re-emphasize pick and choose where to make stops. When stops are made, re-emphasize evaluating surroundings, stand behind guard rails, watch traffic as well as suspect. Basic stuff needs to be continually trained on.	Currently in the review process of HPM 70.6, Officer Safety Manual. (Recommendations 909, 910, 911, 912, 914, 926, 947, 973, 1042, 1045, 1055, 1244, 1245, 1353)	A
974	ACAD	Need to fight complacency and many admitted that this series of events is a significant reminder.	Already covered in training. (Recommendations 974 and 1354)	A
975	ACAD	The department lacks in search and seizure updated training in which we could all benefit from.	The Academy Criminal Law Unit (CLU) developed Search and Seizure Update Training lesson plan, presented train the trainer for commanders to teach statewide. CLU assisted with the revision of G.O. 100.91, Search and Seizure Policy. (Recommendations 975 and 1355)	A
976	ACAD	The increased push for activity has caused officers to rush and not be as attentive as they should be to OST/PMA, often letting their guard down.	Starting in 2006, all uniformed personnel were issued a California Peace Officer's Legal Sourcebook annually. Officers must draw from their training and take necessary steps to ensure their primary concern is their own safety. (Recommendations 976 and 1356)	A
977	ACAD	We need basic officer safety issues that were taught to us in the academy and re-emphasized on at least a yearly if not quarterly basis. The more people hear it the less complacent they will become, hopefully!	Officers are required to certify in PMA annually, Advanced Officer Safety Training classes are offered. (Recommendations 977 and 1090)	A